



F-35A Training Basing

Environmental Impact Statement



Final

Volume II

Appendix D

Comment Response
Document

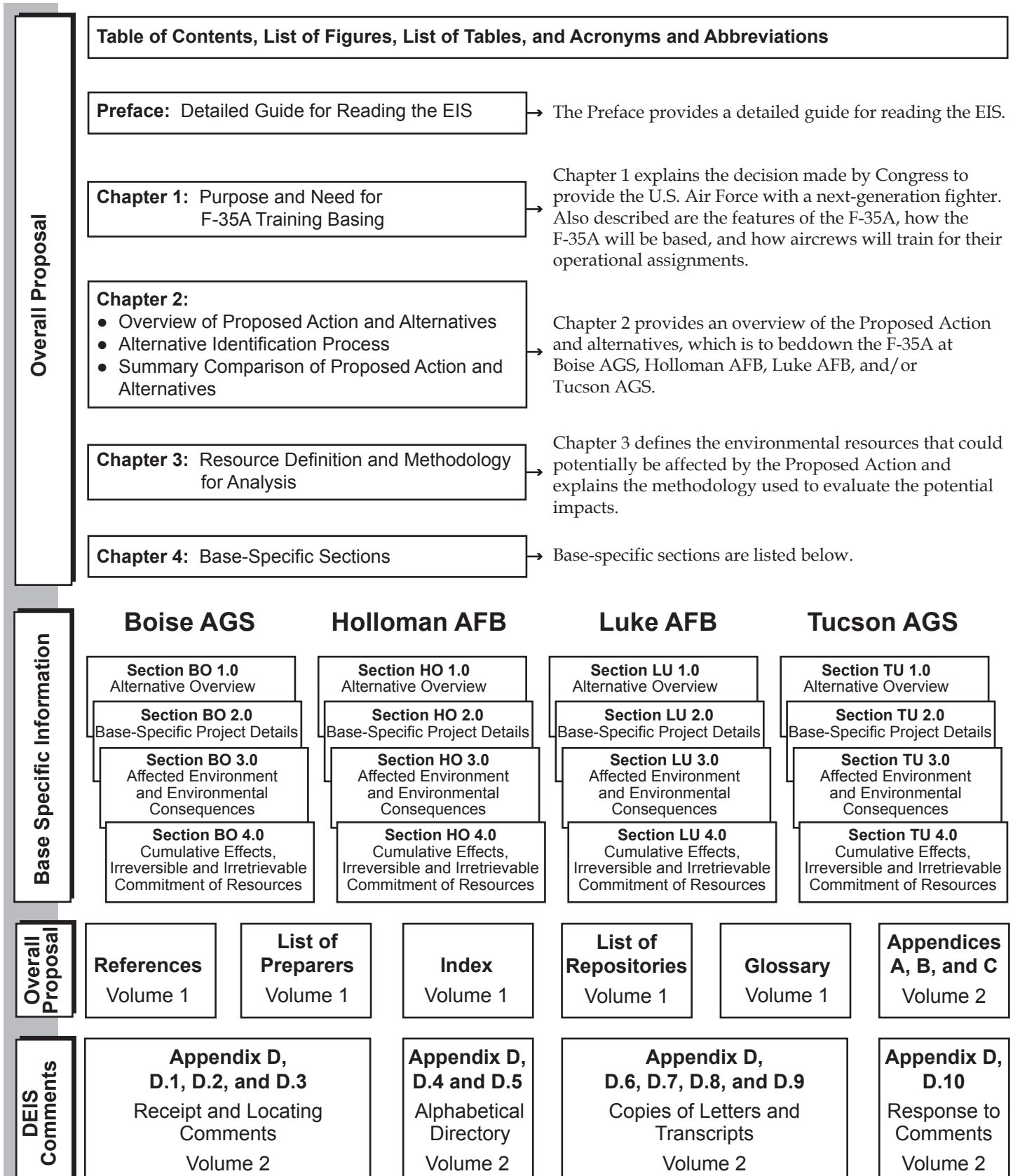
Book 2



June 2012

How to Use This Document

Our goal is to give you a reader-friendly document that provides an in-depth, accurate analysis of the Proposed Action, the alternative beddown locations, and the potential environmental consequences for each base. The organization of this Final Environmental Impact Statement (Final EIS) is shown below.



Final

**F-35A Training Basing
Environmental Impact Statement**

**Volume II
Appendix D
Comment Response Document
Book 2**

June 2012

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1490 LU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Nathan Brouillette

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

I get a thrill and a deep feeling of pride when I see and hear the F-16s. Luke was here long before me. I strongly support the new F-35 being based at Luke.

I am very proud of the men and women who are serving our country and a letter noise is small contribution in comparison to the contribution of their service.

Thank you.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

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Name: DIANE M DECARLO

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

• LUKE (the military) has first priority to me - they are our first line of defense. We must keep the country first state as it is now.

• Luke is best equipped of the four remaining bases. Luke should be chosen.

• The noise factor is a joke argument against the F-35 coming to Luke. I won't even discuss it. It's absurd.

• The billion dollars the base brings to the valley is a pretty good reason for us to WELCOME the F-35 there.

GE-3

GE-3

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Sally

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Name: GARRETT A. CHARIKIER
Organization/Affiliation: STATE OF MISSOURI 'RET'
Address: *
City, State, Zip Code: SPRING CITY AZ 85373-1717
Comments:

WITH THE RESOURCES OF AZ AND NEW MAXIMO LUKE AFB IS THE IDEAL LOCATION FOR THIS STEP FORWARD IN FIGHTER TECHNOLOGY. IT IS GREAT TO SEE THE ABC VERSIONS OF THIS AIRCRAFT & HEAR THE WORDS OF THE VARIOUS BRANCHES OF THE SERVICE. THE PLAN FOR LUKE IS WELL DEVELOPED AND SEEMS TO HAVE OVERWHELMING SUPPORT FROM LOCAL CITIZENS, BUSINESS AND GOVERNMENT. I THINK AZ WILL BE HAPPY TO WELCOME THE NEW F-35A TO SERVICE & PROTECT ALL CITIZENS.

GE-3

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Name: Barry Tiesdale
Organization/Affiliation: Litchfield Park AZ
Address: *
City, State, Zip Code: NOT IN SUPPORT
Comments:

After attending this public hearing & reading the Environmental Impact Statement, I am more convinced & against this proposal! There are many statements made w/ no explanation or based on facts - just speculation
Noise levels would decrease w/ 72 F32's
The 707 people around would decrease
Wildlife will be affected
Children in outlying areas not as affected as

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GE-4

NO-4

BI-5

EJ-2

I can't wait to see this

those near Luke - That is a problem - Children are in area! & Noise levels would have adverse effect - This is a huge problem. Goldwater Range near Gila Bend should be where F-35's are Not @ Luke. Spend \$ on refiguring that airspace & make it work! Perhaps use Tucson Airport would be a better choice.

1493 LU

EJ-2
cont'd

GE-1

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
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Name: Shawn and Maureen Dalton

Organization/Affiliation:

Address:

City, State, Zip Code:

Comments: We would like to express our appreciation to the Air Force for providing a forum to keep us informed, as well as, giving us an opportunity to articulate our opinions on the F-35A coming to Luke.

NP-9

It is a privilege and honor to live close enough to Luke to both see and hear the jets on a regular basis. The roar of the jets is the sound of freedom! And freedom is not free. We appreciate that daily reminder the jets provide. The F-35A is louder? So add a second exclamation point to our previous declaration. We've lived here for almost 6 years, and still turn our heads, raising our eyes to the western skies with "Godspeed" on our lips. We pray for and thank our military men and women, plus their families, for their sacrifice and dedication. Bring on the F-35A!

GE-3

Please print - Additional space is provided on the back. God bless America.

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1495 TU

To: David Martin
Regarding: the environmental impact of a F-35 Pilot Training Center
at Tucson International Airport

The environmental and community impact would be devastating in the following ways:

1. NOISE. The F-16 jets to be replaced by the F-35s are already deafening to those of us below it on the ground. When they fly overhead, I must drop what I am holding and cover my ears. You cannot hear the person next to you. On cloudy days the noise is even louder. If the planes come in waves, human activity below them is disrupted. You cannot concentrate. You feel under bombardment. Scientific studies show increases in blood pressure; sleep is disrupted. THE F-35s ARE NOT MERELY A LITTLE NOISIER; EVERY NUMERICAL INCREASE IN DECIBELS REPRESENTS A BIG DIFFERENCE IN SOUND. THE F-35s CAN CAUSE PERMANENT HEARING LOSS AFTER ONLY A SHORT EXPOSURE TO THEM. NO-8 NO-6

The noise exposure is not limited to houses near the airbase; it extends many miles northwest to include the campus of the University of Arizona, where students on the mall have no way of protecting their ears. Elementary and middle schools, churches, businesses, and thousands of houses are under the flight path. People walking, biking, gardening, and sitting outdoors—as we do almost all-year round—will be exposed to horrendous, damaging noise. The proposed flight path is utterly inappropriate; it traverses a densely populated urban area. NO-10

2. DANGER OF ACCIDENTS. Similarly, a densely populated area is an inappropriate place to locate a TRAINING center for a technologically complex military plane. One accident could kill hundreds of people. SA-1

3. EFFECT ON PROPERTY VALUES. For the above reasons, the location of the F-35 in Tucson would depress already declining property values in the central city, an area of historically registered, stable residential neighborhoods with significant architecture. It would cause homeowners to flee to areas away from the flight path. These homeowners have already banded together to fight the disruptive noise of military jets currently based in Tucson. SO-1

The above three reasons argue for the placement of the F-35s elsewhere—far away from Tucson's population center. GE-1

Gail Bernstein

Gail Bernstein
Professor Emerita of History

February 15, 2012

1496 LU

Feb, 18, 2012

*David Martin
+
Kim Hornoff*

*I love the sound of
fighter jets flying over
Sun City west.
Helps me feel secure.*

John H. Goebel

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United States Air Force
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F-35A Training Basing
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1497 LU

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Name: MR GEORGE CROCKETT
Organization/Affiliation: AF RETIRED E-7
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: THE PUBLIC INFORMATION PRESENTATION HELD AT THE WIGWAM IN LITCHFIELD PARK ON FEB 13 WAS WELL PLANNED BUT THE PRESENTATION WAS PATHETIC. THE HANDOUTS PROVIDED A CLEAR PICTURE OF ENVIRONMENTAL IMPACT STUDY, ITS SCOPE & IMPLEMENTATION AS WELL AS RESULTS. THE 1ST HOUR WAS THE MOST INFORMATIVE AS IT GAVE PLENTY OF TIME TO READ & DIGEST THE HANDOUTS. THE ACTUAL PRESENTATION WAS DISTURBING AT BEST. THE KEY NOTE SPEAKER SHOULD HAVE BEEN A SUBJECT MATTER EXPERT WITH PUBLIC SPEAKING ABILITY. HIS DISCOMFORT WITH THE PRESENTATION TASK WAS SORELY APPARENT AND DETRACTED GREATLY FROM THE TOPIC. NOT ONLY COULD HE NOT SPEAK - HE COULDN'T MAKE A

NP-5

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1497 LU

CLEAR READ OF THE SCRIPT. I FOUND MYSELF TRYING TO PULL WORDS & PHRASES OUT OF HIS MOUTH AS HE REPEATEDLY FAULTED & THEN CORRECTED HIMSELF. UNACCEPTABLE AND A VERY POORLY DONE PRESENTATION FROM SOMEONE WITH TRAINING AND SUBJECT MATTER CREDENTIALS. HIS SPEECH WAS READ WITH NOTHING BUT MONOTONE AND STUMBLING. THE CONTEXT OF HIS SCRIPT WAS BORING AS I HAD READ EVERYTHING IN THE HANDOUTS UPON MY ARRIVAL. EVEN THE SLIDES, WITH 2 EXCEPTIONS, WERE STRAIGHT FROM THE HANDOUT MATERIAL. THIS SHOULD HAVE BEEN AN OPPORTUNITY TO ENHANCE AND EMPHASIZE KEY FINDINGS. VERY DISAPPOINTING PRESENTATION! CHILDRENS HOUR AT THE LIBRARY IS DONE MORE PROFESSIONALLY THAN THIS.

NP-5
conf d

NO, I HAVEN'T LOST SIGHT OF THIS PUBLIC HEARING. I JUST HAD TO EXPRESS MY DISPLEASURE AT THE "PRESENTATION" OF SUCH A VITAL TOPIC FOR LUKE AND THE SURROUNDING COMMUNITIES. IT COULD AND SHOULD HAVE BEEN PRESENTED MUCH MORE PROFESSIONALLY. LUKE HAS HAD ITS SHARE OF CRITICS WHERE THE F35 IS CONCERNED, KEY ISSUE BEING NOISE. FROM THE PRESENTATION AND THE HAND OUTS THERE DOESN'T APPEAR TO BE MAJOR IMPACT FROM NOISE. THE TWO SLIDES SHOWING SOUND PATTERNS COULD HAVE BEEN ELABORATED ON. THE PRESENTER LEFT THE AUDIENCE TO DRAW THEIR OWN CONCLUSION AS TO WHAT THE SLIDES DEPICTED. WHEN SLIDES ARE USED TO MAKE A POINT THEY NEED TO BE FOCUSED, CLEAR AND GET THE VIEWERS ATTENTION. THIS SLIDE PRESENTATION WAS DULL, LIKE AN AFTER THOUGHT. K.I.S.S. AND COLOR WOULD HAVE WORKED. YES - WANT F35s AT LUKE!

GE-3

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June 2012

1498 LU

Robert L. Coleman

TO: DAVID MARTIN, Air Force Contractor

HQ AETC/A7CPP
266 F Street West Bldg 901
Randolph AFB, TX 78150-4319

RE: F-35 AT LUKE AFB.

Please insure to the best of your ability to
allow Luke AFB, AZ to become the training
base for the F-35 Joint Strike Fighters.

I believe that the loss of the F-35
Training at Luke will result in the
prime mission loss of Luke resulting in
its closure.

If the base is closed, it would surely
become a commercial airport. This will
still cause citizens to complain of noise
and air contamination.

I'm sure that closure would result in
me moving to another area near a base.
There is a possibility of many more retired
military doing the same thing.

Robert L. Coleman
Robert L. Coleman
TSSU USAF Ret.

GE-3

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Name: _____

Organization/Affiliation: _____

Address*: _____

City, State, Zip Code: _____

Comments: _____

I support LUKE AFB HAVING THE F-35
Based There, for the following reasons:

1. Luke facilities
2. Luke range and air space.
3. Local area financial impact.

GE-3

Robert L. Coleman

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Name: Mary Arnold

Organization/Affiliation: Retired

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I attended the public meeting at Sundial Rec. Center. There was a lot of good information. We live near Luke & like to watch the F-16's when they fly near our home, and have no objection to the F-35's. I am in full support of the F-35's being stationed at Luke. Thank you for inviting the public to learn about the F-35's. We hope that Luke will be chosen!

GE-3

Mary Arnold

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Name: Lee Arnold

Organization/Affiliation: Retired

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: We attended the Public Meeting @ Sundial Rec. Center. The information that was provided was excellent. F-16s fly over our house routinely and we think an occasional F-35 have also flown by. Some people may object to this, but we do not. We support our Troops, the DOD and F-35s to be stationed at Luke AFB. We appreciate the detailed EIS. Now is the time to get the RQD and move forward!

GE-3

Lee Arnold

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1502 LU

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Name: CLIFFORD BURMEISTER

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: IT WOULD BE IN THE BEST INTEREST OF THE ECONOMY AND WISE DECISION MAKING TO PUT THE F35A AT LUKE AFB. WITH THE PROVEN RECORD LUKE HAS IN TRAINING F16 PILOTS, THE CLOSE PROXIMITY OF GOLDWATER RANGE, THE GOOD WEATHER CONDITIONS AND LUKE'S LOCATION TO A WORLD AIRLINE FACILITY THERE IS LITTLE REASON NOT TO CHOOSE LUKE. GOLDWATER RANGE WILL STILL BE OPERATIONAL AND PROVIDES THE BEST CONDITIONS FOR TRAINING. THE SUBJECT OF SAFETY SHOULD ALSO BE CONSIDERED AND WITH THE SURROUNDING TERRAIN OF LUKE THIS WOULD BE THE SAFEST AREA. THANK YOU FOR MAKING AN INTELLIGENT DECISION TO PUT F35A TRAINING AT LUKE.

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

GE-3

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1503 LU

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- 2) Mail, fax or email comments to:
David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
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Name: JOHN E. BEDDOES

Organization/Affiliation: EX R.A.F. NAVIGATOR-WW2-ITALY, BURMA

Address: * _____

City, State, Zip Code: _____

Comments: I STRONGLY SUPPORT THE BASING OF THE F35A AT LUKE AIR FORCE BASE, HOWEVER, THE PRESENTATION CLEVERLY UNDERSTATED THE NOISE PROBLEM. I WAS AN AIR TRAFFIC CONTROLLER AT LONDON AIRPORT DURING THE CONCORDE NOISE CONTROVERSY AND AM CERTAIN THAT THE F16 AND THE F35A EXCEED 100DB. ON TAKE-OFF. FOR COMPARISON I AM TOLD THAT AN 18 WHEELER TRUCK, PULLING HARD, GENERATES 90DB. IN CONCLUSION I NOTE THAT BOTH AIRCRAFT CREATE THIS AMOUNT OF NOISE FOR A VERY SHORT PERIOD IN THE VICINITY OF SUN CITY AND IS THEREFORE BEARABLE.

Please print – Additional space is provided on the back.

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GE-3

NO-2

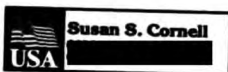
Final
June 2012


Their sacrifice
deserves support
from us all

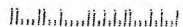
*We must save Luke!
Our country's survival
depends on it!*

Susan Cornell

Helping Our Heroes



HQ AETCA/A7CPP
266 F. STREET WEST
BLDG. 901
RANDOLPH AFB, TX.
78150-4319



1504 LU

GE-3

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1505 LU

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Name: CALVIN AND JANE LANE

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: GENTLEMEN

WE ARE RESIDENTS WHO RESIDE IN
SUN CITY, AZ. OUR HOME IS ON THE NE/SW
"GLIDE PATH" TO LUKE AFB. SO WE HAVE
NUMEROUS 'OVERFLIGHTS' OF OUR HOME ALMOST
ON A DAILY OR NIGHTLY BASIS. WE DO NOT
CONSIDER THESE 'OVERFLIGHTS' AS A NOISE
PROBLEM. IN FACT WE ARE HAPPY THAT THESE
TRAINING FLIGHTS TAKE PLACE! AND THAT LUKE AFB
IS BEING SERIOUSLY CONSIDERED AS THE F-35A
TRAINING BASE. WE WANT TO SAY THAT WE ARE PROUD
TO HAVE THE FACILITY HERE AND ARE VERY SUPPORTIVE OF
A POSITIVE DECISION TO USE LUKE AS THE "PRIME"
CANDIDATE FOR THE F-35A TRAINING FACILITY.

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

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GE-3

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1506 LU

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Name: Joe & Nettie Sheppard

Organization/Affiliation: Retired Lockheed Engineer & Retired Teacher

Address:*

City, State, Zip Code:

Comments: We live in the flight path of the F-16 when they are making touch-and-go flights toward Luke AFB, and we enjoy hearing and watching them. We look forward to hearing and watching the F-35A also. Luke AFB is vital as a training facility for Pilots and flight crews and provides a perfect environment for the on-going safety of our great nation.

GE-3

Please print – Additional space is provided on the back

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1507 TU

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Name: Jim Littlejohn

Organization/Affiliation:

Address:*

City, State, Zip Code:

Comments: Hearing military aircraft taking off & landing is "music to my ears." Freedom & democracy can be thought of in lots of different ways -- hearing an F-35 would definitely make me think about freedom & democracy. I grew up to the sounds of P-51's practicing in Fort Wayne, IN. I can't wait to hear the F-35's in Tucson!

GE-3

Please print – Additional space is provided on the back

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1508 TU

February 24, 2012

David Martin & Kim Fornof
HQ AETC/A7C PP

Thank you for the informative pubic hearing held in Tucson. The F-35 is very impressive.

Having the F-35 Training base in Tucson would be ideal. The facilities are modern. There is plenty of room should future expansion be needed. The location is great for training flights. Tucson and the base have a major fuel pipeline. All support systems are in place. The year round weather conditions are wonderful.

GE-3

The history of aviation in Tucson dates back into the 30's. Douglas aircraft, Hughes, Davis Monthan AFB, Arizona National Guard, and various air ports. The location, weather, and people have made Tucson a paradise for aircraft manufacturing and training.

The F-35 based in Tucson would be welcomed by the community. The technical jobs and economics would be great for the area. I am an example how the 162nd Squadron influances the community. I enlisted in the Guard in 1966. I was climbing poles for Mountain Bell Telephone Co. In the Guard I attended a Refrigeration Tech school. Later in life I used the experience I got in the Guard working for Budweiser. I was in charge of 7 large refrigerated warehouses, and 70 refrigerated Simi trucks. All thanks to the training I received from the National Guard.

GE-3

Thanks for considering the 162nd Air National Guard for the F-35 Training base.

Regards
Bill Herbert
Tucson, Arizona

1509 LU

2.23.12

Dear Sirs,

Of all the people to object to the F.35 noise — This former fighter pilot needs his head examined.!

I have not yet heard an F.35 but I can assure you - I would enjoy the noise - being aware of what it represents. First, a highly trained pilot flying the Worlds foremost flying machine, training to engage any future enemy. Second, I'd have the privilege of knowing ours is the very best in the air today.

Those turkeys who object to the noise obviously haven't the slightest idea of the purpose and the mission at hand — only their own self-interest.!

I am whole heartedly looking forward to seeing and hearing the F.35 during their training missions.

Also, the help in all the economic ways as well as all other attributes that accompany themore.

GE-3

I am a 92 yr. old Navy Vet and I say bring 'em on — the more the better.!

I'm a 6 year resident of Surria Vista. My 90 yr. old bride of 73 yrs agrees w/ all I've said.!

We are behind you 110% - bring 'em on.!

Most Sincerely, Clarence & Martha Layne Givens

P.S. We lost our youngest son 6 yrs ago due to medical.

He was a 62 yr. old retired Navy Commander who mustanged it from boot seaman for 28 yrs in Destroyers.

1510 BO

February 23, 2012

HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, Texas 78150-4319

Dear Mr. David Martin, AETC NEPA Program Manager,

We are writing you in opposition to the stationing of F35 jets at Boise's Gowen Field. My husband and I live in the impact area that would no longer be suitable for residential use. We purchased our home in 2007 for \$440,000 and would be forced to abandon it if this area was to be condemned. As a couple who has never defaulted on a debt, it greatly disturbs us that we would be forced into foreclosure in order to protect our family from the harm these jets will cause.

GE-4

SO-3

Our neighborhood, although founded in 2006, is still under construction and the city of Boise is continuing to issue building permits in the impacted zone. My husband and I are both longtime residents of Boise and we both work from home, he as a teleworker and I as the co-owner of a consulting business. Condemning almost 7,000 acres of residential homes not only destroys a significant portion of Boise's property tax base, but will force all of the retail businesses supported by these family homes to either leave or close their doors. The center of Boise will become a slum, much like what has happened in Detroit, and people will start to flee the city.

GE-13

SO-3

SO-18

SO-3

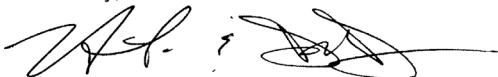
It greatly saddens me that the epicenter of Idaho will be destroyed by the presence of these jets when there are viable alternatives, such as Mountain Home Air force Base, just 30 miles south of Boise.

GE-12

Gowen field is in the center of Boise and gutting the city by displacing over 10 thousands residents, all in the name of creating a few thousand jobs makes me ashamed our of Boise politicians. We will definitely be exploring leaving the state of Idaho in search of a better managed city if the placement of these jets in Boise is approved.

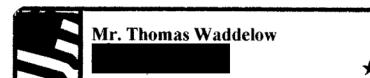
SO-3

Sincerely,



Heidi & David Dean

1511 TU



22 Feb 2012

David Martin
and
Kim Fornow

Greetings!

Thank you for the notice of "Proposed Action" re additional military aircraft training here in Tucson.

To use a recent quote - "enough is enough!" Last week while trying to enjoy the tranquility of my back yard I experienced five military flyovers and two commercial overflights in one hour - 10 a.m. to 11 a.m. When I moved to this address three plus years ago I was aware of being under a flight pattern but was prepared to accept it. Since that date additional wings have moved into the area.

GE-4

NO-8

As you can see, I'm not too happy with the proposal.

GE-4

Sincerely,

Thomas Waddelow

Final
June 2012

1512 LU

F-16 and the new F35a. Dear Sirs, I live in Congress Arizona and your aircraft fly over our town and our house, then go north to do their training, yes they do make noise! But it is a wonderful sound, it makes us feel secure and we know it is our planes up there and not a misell from some other contry we like the sounds. Yes they are loud at times but keep it up. The people who live close to Luke should feel very secure, keep Luke there. We moved here from a small town close to March Field and also Norton Air base in So Calif, they had to close those down because people moved in close and they didn't like sound and now they are very sorry, it hurt the areas. So keep Luke and the F-16 and the F-35.

GE-3

Thank you I will be watching for the new planes, God bless all of you
Mr and Mrs Jack Adrian

*Sirs I attended your public hearing over a year ago in Wickenburg it was great
Thanks Jack*

Feb 15 2012

1513 LU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Barbara Biora
Organization/Affiliation: Paria resident, wife of retired AF member.
Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: I was at the El Mirage Elementary School meeting and many spoke of the advantages to our area, but one person mentioned a great advantage selecting Luke would have for the Air Force. Please consider the morale of the personnel who will be at your selected location. Luke provides within a reasonable distance many amenities while having the needed attributes for a successful Air Force mission. Luke personnel would have access to a major airport for ease of travel to friends, relatives and recreation destinations. Luke personnel could attend professional sporting events, concerts and all the other amenities a large metropolitan would afford. Every type of medical specialty is also available. Luke's combination of being "out of

GE-3

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Final
June 2012

1513 LU

GE-3
cont'd

town' enough with protected land from encroachment and proximity to the above-mentioned amenities make it a superior choice for the F35. A happy workforce will help ensure the mission's success. Please include the component of how the site selection will impact the morale of the personnel stationed there.

In all honesty, since I am a spouse of a retired AF man, I would like Luke to be chosen, but having experienced being stationed at different facilities, the comment made at the meeting about Luke being a great place to be stationed, really hit home as I looked back over our moves during my husband's AF career. Give your personnel the best experience by choosing a base that can offer them a great quality of life.

1514 LU

United States Air Force

Public Hearing Comment Form

F-35A Training Basing

Environmental Impact Statement (EIS)



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Name: MICHAEL J. RUTIGLIANO

Organization/Affiliation: RETIRED

Address: *

City, State, Zip Code: *

Comments: AS A FORMER AIR FORCE MECHANIC, I REMEMBER DRIVING TO LUKE. FROM DOWN TOWN GLENDALE TO LUKE WAS A LONG STRETCH OF NOTHING BUT COTTON FIELDS. THESE WOULD ARE AGAINST THE F35A NEVER HEARD THE FIRST GENERATION AFTER BORNWELL THAT SOUNDED LIKE CHARNONS. THE F89 SCORPION, F94C STARFIRE, THE F100 OR THE F101 DODDAD WERE EXTREMELY NOISY.

HAS ANY OF THESE AGAINST THE F-35A EVER HEARD ONE? WE LIVE JUST BELOW THE GLIDE PATH AND SOMETIMES THE TAKE-OFF PATH. I'VE HEARD PEOPLE COMPLAINING THAT IS DISTURBING TO HEARD THE JET NOISES. SOME OF THESE PEOPLE MOVED WITHIN A MILE OF LUKE. DID THEY THINK IT IS A SUB BASE? BRING ON THE F35A. WE LOVE THEM ALL.

GE-3

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Final
June 2012

SUBJECT: Proposed Pilot Training F-35s @ Luke AFB

1515 LU

FEB 15 2012

I was unable to attend the public hearings, but heard from people who did attend. Much info provided was one-sided & w/o explanation. The community of thousands of families want concrete answers.

1.) What is the loudest decibel from F-35s & is it take off, landing, & how far out will noise be heard?

NO-34

2.) How do you know they are safe planes since none have flown yet?

Many tests in remote areas should be done 1st, before US Tax \$ are spent to refigure any AF Base in U.S.

SA-1

3.) What is the environmental effect on the wildlife, animals, etc?

BI-5

The US Military is here to protect us & everyone appreciates what the Air Force does, but common sense tells me the downside is that w/ these much louder dangerous planes.

Quasha Johnson

Arizona should be considered but NOT @ Luke AFB due to high population of families. Make Goldwater Range more multi-faceted & house plan there.

GE-1

1516 LU

February 15, 2012

Darvel Newby

Thomas Mckelvey

Mr. David Martin
HQ AETC/A7C
266 F Street West Bldg. 901
Randolph AFB TX 78150-4319

Re: Luke AFB F-35

Dear Mr. Martin

We live directly under the flight path the F-16s use to approach AUX 1. We accepted the situation when purchasing our homes. However, a potentially much higher noise volume is very disturbing. Clean air and noise pollution are major factors in a good quality of life. We fear that the increased noise levels of the new F-35s will degrade our living conditions and severely affect our property values.

NO-1
NO-36
SO-1

It does appear that many of those who support the F-35s coming Luke AFB are doing so for personal reasons, like the use of the commissary. It also appears that most supporters at the informational meetings are more elderly and may feel guilty if they do not support this jet coming to Luke. Or they may have been scared by all the politicians talk of defending the country or the economic impact of losing those federal dollars. Most are probably unaware that many squadrons training above us are not even Americans.

Our strong belief is that the F-35s should be in an area far away from school, hospitals, shopping centers and homes. A training accident will happen some day again as they have in the past. It should be in an unpopulated area. Bringing the F-35 with it's greatly increased noise level to a metropolitan area like Phoenix will only serve to detract from the pleasant lifestyle Phoenix is known for and be an obstacle for individuals and companies looking to live and invest here.

GE-1
SA-1
SO-1
SO-18

We strongly urge that a more remote location be found for the F-35 Joint Strike Fighter. In the long run it will be better for the greater metropolitan Phoenix area.

GE-1

Sincerely,

Darvel Newby
Thomas Mckelvey

Darvel Newby
Thomas Mckelvey

Final
June 2012

Stephen T. Russell

1517 TU

February 17, 2012

David Martin, Air Force Contractor, and
Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319

Dear David Martin and Kim Fornof:

I am writing in regard to the Air Force proposal to base its F-35A pilot training program in Tucson.

My family and I live in a neighborhood, the Colonia Solana Historic District in central Tucson, which is already significantly impacted by aircraft noise. We experience numerous daily flights of military aircraft over our house. We love to spend time outdoors, enjoying Tucson's lovely weather and natural environment. However, flights are often loud enough that when we are in our yard or on our patio, we have to stop our conversation and wait until the aircraft passes. This is tolerable, but it is disturbing and affects our ability to enjoy our property.

NO-8

I appreciate the need for a strong defense and feel that my neighborhood's adaptation to the aircraft noise at the current intensity is a reasonable hardship. However, increasing the loudness, the number of flights, or the number of neighborhoods that are impacted is *not* reasonable. It would make people less likely to want to live or invest in many Tucson neighborhoods, and would have a cumulative negative impact on the City.

NO-11

SO-18

The *Environmental Impact Statement* details proposed scenarios for basing, all of which would increase "loudness", "noise events" and the "number of people" impacted. All of the scenarios would be damaging to Tucson. Of additional concern is the statement: "Future flight operational levels could increase noise levels *beyond those evaluated in the EIS*".

NO-11

I oppose any Air Force basing options that will increase the short-term or long-term impacts of aircraft on Tucson neighborhoods.

GE-4

Sincerely,



Stephen T. Russell

1518 HO

February 15, 2012

David Martin, Air Force Contractor
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX. 78150-4319

Dear Sir:

I recently attended the Weed meeting with the Air Force. I was suitably impressed with our speakers, who had done their homework, and were articulate in their three minutes presentations.

After hearing their research presented, I found I had no problem in believing their findings. So much was said about the hearing loss we would suffer if your planes were in our vicinity, I must ask you. What about the animals' loss of hearing? Wild animals depend largely on their hearing for their defense. And in discussing animals, how do you expect to protect them from injury with the loud sonic booms? This will not only cause great injury to the animals, but can affect the rutting season as well.

BI-5

Another thing that was not addressed is the stability of the rocky terrain. All of us who travel from Cloudcroft to Alamogordo have seen the road crews trying to shore up the sides of the road, where rocks are sliding down onto the highway. Sonic booms in particular, and the vibrations from low flying jets can loosen rocks, and like Humpty Dumpty, down will come everything standing. We can thus begin to call out mountains the Sacramento Foothills. How can you justify damaging our flora, fauna, and environ, not to mention reeking havoc on the residents?

SW-2

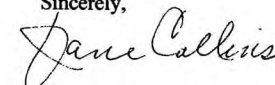
I can understand the young pilots needing to learn their aircraft, and respect they need training. But at what expense? From what I'm hearing, you people will be doing as much damage to us as any terrorist. We are not your enemy.

PN-6

Then there is the fire danger from flares and duds. During the fire season most everyone has boxes packed of irreplaceable items, so that in case of evacuation they can pick up and go. This is part of living in the forest. How can you defend placing us in more danger? If you people insist on forcing this on us, may God forgive you.

SA-4

Sincerely,



Jane Collins

1519 LU

CHARLES RUISE

FEB. 6 - 2011

TO WHOM IT MAY CONCERN

YOU SHOULD NOT FLY THESE LOUD
PLANES OVER THE NORTH WEST VALLEY
THERE ARE 10'S OF THOUSANDS OF
RETIRED PEOPLE LIVING HERE.] GE-4

WHY NOT. USE TUSCON AS THERE
BASE. NOT MUCH POPULATION THERE] GE-1

THANK YOU
CHARLES RUISE

1520 LU

FEB. 7 2012

YOUR F35 MAKE A LOT OF NOISE] NO-1

THERE ARE LOTS OF RETIRE'S IN

YOUR FLYT. PATH.

"GO SOUTH." YOUNG MAN TUSCON] GE-1

HAVE NO RETIREES

C. RUISE

P.S. I WOULDN'T FEEL LESS SAFE

IF YOU FLY DOWN SOUTH.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1521 BO

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HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
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Name: Myron Hotinger
Organization/Affiliation: Family
Address: * [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I am opposed to an F-35A training base at Boise airport (Gowen Field). I feel the noise level is too high for an urban (my home) area (pages B0 28-30 of EIS). I would suggest that a more remote base like Holloman AFB. which it would bring more jobs to Boise, I seriously question the cost of this program since the U.S. government is trillions of dollars in debt! We are no longer fighting a cold war. Anyway, I feel a more remote airbase for the F-35A noise levels would be a better choice, especially a base that already has training facilities that are losing other flight jobs.
Sincerely, Myron Hotinger

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1522 LU

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Name: David K & Beverly F. Simons
Organization/Affiliation: [REDACTED]
Address: * [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: The public hearing held in Sun City was very informative and helpful on understanding the impact this will have on us living close to the base

My wife and myself 100 percent support Luke AFB as the base chosen for the F-35A training base

David K. Simons
Beverly F. Simons

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Final
June 2012

1523 LU

Robert L. Coleman

TO: KIM FORNOF

HQ AETC/A7CPP
266 F Street West Bldg 901
Randolph AFB, TX 78150-4319

RE: F-35 AT LUKE AFB.

Please insure to the best of your ability to
allow Luke AFB, AZ to become the training
base for the F-35 Joint Strike Fighters.

I believe that the loss of the F-35
Training at Luke will result in the
prime mission loss of Luke resulting in
its closure.

If the base is closed, it would surely
become a commercial airport. This will
still cause citizens to complain of noise
and air contamination.

I'm sure that closure would result in
me moving to another area near a base.
There is a possibility of many more retired
military doing the same thing.

Robert L. Coleman
TSS USAF Ret.

GE-3

1524 LU

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: _____

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: I went to the

meeting but would not

say that I hoped

you did not get these

jets because people

in San City cannot

understand that because

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Final
June 2012

1524 LU

ONE THINKS NOISE
IS IN APPROPRIATE IN
RESIDENTIAL AREAS THAT
IT MEANS YOU ARE
AGAINST ANY MILITARY
AND YOU ARE UNPATRIOTIC
I BELIEVE SOME PEOPLE
IN SUN CITY WOULD HOLD
YOUR OWN OPINION AGAINST
YOU AND HARASS YOU
BECAUSE YOU DON'T
AGREE WITH THEM.

I VOTE NO TO
ANY MORE JETS AT
LUKE.

THE OTHER THREE
POSSIBLE CHOICES HAVE
LESS RESIDENTS NEARBY

GE-4

GE-1

1525 LU

Sir, Mr. David Martin
I am ALL for the
'F35A' to establish in
Sierra Vista

GE-3

Please, do not listen to
the nay-sayers.

God forbid our beloved
Country to be under siege.
The first ones to shout
"we need you" are the ones
who criticize the loudest.
What can you do to
such as these.
☺ Come

P.S. These 4 yrs have been
the worst in our history

Let's Pray, Let's Pray
Frances A. Symmeski

1526 LU

2/20/12

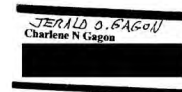
ATT. DAVID MARTIN & KIM FORNOFF

MY WIFE AND I MOVE TO
SUN CITY WEST 11 YEARS
AGO AND NEW OF THE PLANES
AND THE SOUND THEY MAKE.
WE LOVE SEEING THEM AND
HEARING THEM. SOMETIMES WHEN
WE DONT HEAR THEM WE THINK
SOME THING IS WRONG, PLEASE
DONT TAKE THEM AWAY FROM US,

GE-3

Bill Yeager

1527 LU



2-21-12

ATTENTION:

DAVID MARTIN
KIM FORNOFF

As residents of Sun City West for six years we would like to voice our written opinion in favor of Luke Air Force Base. We live under the flight path of the jet aircraft, and can hear them at all times during their flights.

It is a good feeling to know we have such dedicated service personnel and civilian employees in your command, who are dedicated with our safety in mind.

We can sleep in peace and are content with any sound they cause!!

At 16 yrs of age our hearts and hopes are for your continued use of Luke's facilities - Bring on the F-35A's and any other aircraft that protects our FREEDOM.

GE-3

Thank You,

Jerald D. Gagon
Charles N. Gagon

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1528 LU

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Name: Donald J. Nathaniel

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I WELCOME THE AIR FORCE'S F-35 TO BE IN OPERATION AND ASSIGNED AT LUKE AFB IN GLENDALE AZ. I FEEL LUKE IS A GREAT TRAINING BASE FOR THOSE PILOTS LUCKY ENOUGH TO BE ASSIGNED TO LUKE & THE F-35.

GE-3

I LIVE RIGHT IN THE FLIGHT PATH TO AND FROM GOLDWATER BOMBING RANGE IN GILA BEND. I LOVE HEARING AND SEEING THE NEW F-16'S (AND FUTURE F-35'S) FLYING OVERHEAD GOING TO THEIR TRAINING MISSIONS AT GOLDWATER AND THE RETURN TO LUKE. I WAVE AT THE JETS OVERHEAD. I LOVE THEIR PRESENCE.

I THINK THIS PART OF ARIZONA IS READY FOR THE F-35. I ATTENDED THE PRESENTATION AT THE WIGWAM AND WAS HAPPY TO HEAR ALL THE POSITIVE COMMENTS -
 (over)

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1528 LU

FROM THOSE WHO SPOKE, THERE WERE A COUPLE OF DISSENTERS, ONE WHO CAME TO MIND ASKING FOR A REPORT OF WHAT COMES OUT OF THE TAIL APES OF THE F-16'S. HE FELT THE JETS WERE DROPPING SOME KIND OF DEBRIS ON HIS BARBERING STEAKS. I WILL BE HAPPY WHEN THE F-35 COMES TO LUKE AFB AND WILL CONTINUE TO SUPPORT LUKE AFB.

GE-3

Donald J. Nathaniel

I GIVE LUKE AFB MY PERMISSION TO FLY OVER MY HOME (ABOVE) ANY TIME, DAY OR NIGHT, AFTERBURNER OR NO.

Final
 June 2012

Allan Alexander

1529 TU

01/5/2012

Allan Alexander

DAVIS MARTIN A F CONTRACTOR & KIM FORNOF
HQ AETC/A7CPP
266 F STREET WEST BLDG 901
RANDOLPH AFB TX 78150-4319

Dear Davix Martin Contractor and Kim Fornof

The F-16 isn't enough? You need the F-35?

You are ruining this city. Close the base or move it to someplace that wants it. It's not enough that you have polluted the water, that you have a toxic dump and you annoy and cause health problems at your base? You need the F-35?

Just leave and find a better place

Allan Alexander

PN-5

PN-6

GE-1

United States Air Force
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F-35A Training Basing
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1530 LU

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Name: Frank Castillo / Leon Castillo

Organization/Affiliation: F.O.P. Club of Baskle Creek

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments:

We are 100% in favor of the Air
Force and to keep our Air Base in
implementing the F-35A, the environmental
is OK no problems and we are
very happy of the wonderful sand of
air Ampleman in the sand of
Liberty and Security.

We Thank you for your service
and protection of the U.S.A.

GE-3

Please print – Additional space is provided on the back

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June 2012

1531 LU

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Name: M. Susan DuBois

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I have lived in west Phoenix, AZ since 1972 and upon retirement from teaching in 2001 have lived in Sun City, AZ. I am 1023 behind Luke AFB receiving the F35's. When we retired we chose Sun City because it is so close to Luke. My husband retired from the air force with over 30 yrs. service, not only do we use the base we thoroughly enjoy watching and hearing the F16's. I hope we can continue to see and hear the sound of freedom with the F35 training program at Luke Air Force Base for many years to come.

GE-3

GE-3

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1532 LU

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Name: DANA EVANS

Organization/Affiliation: SUN CITY RESIDENT

Address: * _____

City, State, Zip Code: _____

Comments: THANK YOU FOR PROVIDING F-35 INFORMATION. AS A US MILITARY VETERAN, I SUPPORT ALL EFFORTS TO LOCATE ALL F-35 FACILITIES AT LUKE AIR FORCE BASE, ARIZONA.

GE-3

I LOOK FORWARD TO LEARNING MORE AS YOUR EFFORTS CONTINUE

Email Address: _____

Sincerely,

Dana Evans

02/18/2012

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**United States Air Force
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1533 TU

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Name: GERALD L. PERLEY

Organization/Affiliation: NONE

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments:

THIS IS AN IMPORTANT AND NEEDED OPPORTUNITY FOR TUES
AND I STRONGLY REQUESTING IT BE ALLOWED.

GE-3

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1534 LU

Feb 21, 2012

Dear Sirs:

I am writing this letter to express
my TOTAL opposition to the proposal
To Base the F-35 at Luke AFB in
Arizona.

GE-9

The Area around Luke AFB has
grown significantly in the last
10 years and there are considerably
more people who will be impacted
by the noise of the F-35 fighter jet.
And we had an F-16 crash in a field
near us not so long ago.

NO-11

SA-4

Surely you can base this new,
and noisier, airplane in a location
with less people living near the
Airbase.

GE-1

Thanks for your consideration
James Morgan

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June 2012

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1535 TU

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Name: Brenda L. Chase

Organization/Affiliation: Retired ANG 162 FW

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I am writing on behalf of the F-35 program for the 162nd Fighter Wing. I had the honor of working at the unit for 31 years. GE-3

When the Tucson Airport was first built, there were no homes around that area. It is not the fault of the Airport or the Air National Guard for all that has built up around that area as it is the Zoner's of Tucson.

With that said, I would like to tell you why I think the 162nd is your best choice for the F-35. I served Active Duty, Reserves, and Air Guard - 162nd. So many times the 162nd inherited Airplanes that the Air Force did not take care of. But because of the professionalism of the maintenance personnel and their commitment to provide a "SAFE" airplane for the pilot and the community. GE-3

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1535 TU

they made the poorly maintained aircraft, well maintained and safe. It is not the Air Force that flies the Fighters to the end of their days, it is the Guard and Reserves.

You cannot beat the years of experience and dedication to maintain highly safe and efficient aircraft you will find at the 162nd.

I was Supply for 37 years. My best teacher and challenger in Supply was Maintenance. When Supply provided an unacceptable part (due to the Supply Chain) the look of disappointment was tough. But the maintainer would say "I cannot have an unsafe airplane." Their dedication to the safety of the airplane, drove my dedication to provide the best Supply service possible. What is my point? You cannot beat the maintenance of the 162nd.

I could write a book from the Supply perspective on the incredible work those men & women have done on the planes. I so appreciate what they do. The way they solve issues amaze me.

I have been told those planes are no louder than the F-16's. I personally do not mind the noise, but I worked with it. NO-9

I understand the economic impact as well, but most of all for me, I would hate to see excellent maintainers' skills go to waste. Their dedication and call to excellence would be a perfect match for the new F-35. Thank you for taking the time to read the thoughts from my heart. I appreciate it.

Brenda L. Chase
SMSGT ANG Retired.

Final
June 2012

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F-35A Training Basing
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1536 LU

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Name: BILL and BETTY EATON
Organization/Affiliation: Resident of Pueblo El Mirage, Golf + RV Resort
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: We have lived in Surprise and El Mirage - Along El Mirage Rd - a total of approximately 19 1/2 years. We knew Luke was here before we chose to live here. We have lived in harmony with Luke and the F-16's and their sounds until approximately the last 1 1/2 years. I believe you have been testing us and here are the results:

- A. If on the phone or have neighbors in conversation, we must stop until all flights have taken off
- B. Many times, if we have company, we've had to take them to a different location away from where we live.
- C. The plane's sounds are greater than TV and we have

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NO-8

1536 LU

to have sound turned up as we do not hear well. We want to continue to live in harmony with Luke. Now our further concerns - if we get the F-35's.

1. Much greater noise (almost unbearable)
2. Live Ono on board planes taking off over the people of our area. Years past a dummy bomb fell off (?) a plane landing on our golf course
3. We live on a fixed income - social security - and would be unable to upgrade our home for sound. You probably do not know the types of housing in Pueblo El Mirage. It varies greatly. All are on jacks or supports. No slabs. The ground property belongs to others.
4. Loss of any value to our home and ability to sell etc.
5. Our health
6. Quality of life
7. Loss of good friends and neighbors
8. Inability of Pueblo El Mirage Resort to maintain a quality (PROUD) Resort

We have total respect for Luke base and the F-16's. We hope that all would give respect for our Quality of Life

Thanking you,
Bill Eaton
Betty Eaton

NO-8
cont'd

NO-1

SA-13

SO-1

NO-6

NO-36

SO-1

SO-18

NO-36

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June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1537 LU

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HQ AETC/A7CPP
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Name: GARY L KITCHENER

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: AS FAR AS THE F-35A GOES "BRING IT ON!"
LUKE I LIVE WHERE I CAN SIT OUT & SEE
THE F-16'S & AM GREATFUL WE HAVE SUCH
GOOD PILOTS TO PROTECT OUR LAND & US.
THE NOISE ISN'T ANY BOTHER AT ALL &
I LIKE TO SEE THE GUY'S IN THE SKY!!
MY DAD & I EVEN GO ON BASE TO SEE THE
TOUCH & GO'S, IT'S COOL TO DO THIS AT NIGHT &
SEE THE FLAME'S SHOOT OUT THE REAR AS
FOR THE F-35-A BEING TO LOUD, WHAT IF YOU
WERE ON THE GROUND IN COMBAT & NEEDED
HELP, WOULD YOU THINK THEY ARE TO LOUD
THEN? I THINK NOT, SO AS I SAID "BRING-EM-ON"

GE-3

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1538 BO

Idaho
Digital Learning

Sean Short

F35 Submission

Tom Berry

Wed, Feb 29, 2012 at 1:50 PM

To:

Here's the text of what I officially submitted. I parsed it down to a 3 min. speech. You are welcome to adapt some of it for your submissions. The first half is rather specific to the supposed noise contour Boise will deal with. I'm sorry, but I haven't dug deep to find out why Marsing is on the list of public hearings. I'll try to find out why this afternoon.

Tom

For the record, I am opposed to the basing of the F-35 of any configuration and any mission at Boise Air Terminal Air Guard Station/Gowen Field. It is my opinion the F-35 is a poor match with the facility and is incompatible and unsuitable for the surrounding residential as well as commercial establishments.

GE-4
NO-37

I find the Draft Impact Statement lacking, embarrassing, and negligent. The more I study it, I find it infuriating as well. I have a Bachelor of Science. Had I submitted any paper resembling this Impact Statement to one of my research method professors, I would have received a D at best and would likely have been counseled to consult with my adviser as to whether I'd selected the right major. God help me if I'd used it as my Senior Paper.

NP-13

The Impact Statement shows the contour largely in line with the air strips. The Impact Statement is incomplete in its disclosure, as it does not show the noise impact zone for the military landing pattern for an eastward approach, which is far south over the sub-divisions which include the intersections of Lake Hazel and Maple Grove. It lacks any impact of a proposed alternate air strip south of Gowen Road.

NO-53
DO-35

The noise contour purposely stops short at the computer modeled 65 decibel zone. There also needs to be contours for every 3 decibels within that zone as sound increases, as well as contours for every 3 decibels outside that zone as sound diminishes. Why 3 decibels? Because, every 3 decibels equals a double in actual volume.

NO-4

Just because you don't live in that computer modeled 65db zone doesn't mean you have no argument or right for concern. 63db's will adversely affect your health and quality of life.

NO-6

Noise is measurable and can be specifically targeted, scaled, and quantified. Real life decibels need measured in all take off and landing patterns for existing and proposed runways, and measured by a neutral contractor agreed upon by the Air Force and the affected residents and businesses. The results need combined with a door to door census and survey of affected residents and businesses.

NO-54

Proponents say Gowen has had a military history since WWII. Proponents will say we used to have the F4's as recently as 1996. This is true; however, what wasn't here are the thousands of houses, schools, churches, and businesses that are now here. The F4 was not as loud as the F35. If Planning and Zoning had plans for future fighters to be bedded at Gowen Field, they never should have zoned the areas for residential development.

NO-37
GE-13

Proponents will comment that what you are hearing is the "sound of freedom" The "sound of freedom" is listening to peoples comments as they voice their opinions and concerns as to whether an aircraft is suited to their environment. The "sound of freedom" is what we look forward to when we come home and enjoy our neighbors, our yards, watching our children play, burn backyard burgers, hang seasonal decorations. The roar of the F35 flying over our homes, businesses, and city is not the "Sound of Freedom". It may be a reminder of

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1538 BO

the "Price of Freedom", and a significant population of the Treasure Valley will be forced to pay a large burden of that TAX in their quality of life, property values, and health.

NO-36
SO-1
NO-6

Its popular to announce whether you are a veteran or not. It appears to add some credibility. I come from a family of military service. I am a veteran of just short of 10 years. I am a veteran of Desert Storm and have shoveled Saudi sand. I know the real meaning of "rockets red glare". I know what its like to be woken repeatedly at night. I've lived on and near Naval Air Stations. I enjoy wearing my patriotism on my motorcycles, ski helmets, and shirts. I hope that establishes my credibility. You don't need to be a vet to be patriotic. This is not an issue of patriotism.

This is an issue of quality of life, practicality, and suitability. Boise does not fit the model for the F35.

GE-4

1539 BO

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: Sheila Ford

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: IF WE DONT HAVE A WELL-TRAINED MILITARY FORCE STATIONED AT VARIOUS BASES THROUGHOUT THE NATION, PEOPLE MIGHT EXPECT TO HEAR THE SOUND OF TERRORISTS BOMBS RATHER THAN THE SOUND OF FREEDOM (OUR OWN PILOTS FLYING OUR AIRCRAFT).

GE-3

HOWEVER, I AM OPPOSED TO TRAINING SAUDI PILOTS. LET THEM TRAIN THEIR OWN PILOTS. THEY ARE NOT A TRUSTWORTHY FRIEND.

PN-4

AND WILDLIFE ADAPT. THEY DO NOT CURL UP AND DIE BECAUSE THEY HEAR A DISTURBING NOISE (UNLIKE SOME PEOPLE).

BI-5

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1540 BO

My name is Lynn Owen I'd like to "Thank", everyone for taking the time, for attending this F-35 presentation and debate.

I feel everyone that resides in the Boise and surrounding areas will be impacted by the F-35's being flown in our area. Due to the fact that we have a Commercial Airport in our sphere, with air traffic, that fly directly over our area, as we speak.

NO-11

1540 BO

The Pilot's that are being trained on the F-35's are now going to be sharing that airspace, with commercial and passenger aircraft, which could cause a dangerous situation for the area residents.

AM-2

I believe the people impacted by by this F-35 proposal, should have been given proper written notice of this general plan.

NP-14

And a noise simulation emitted, by the F-35's either on television

GE-2

1540 BO

the ideal place to live.

First and foremost we would like to commend the "Armed Forces" for the great and difficult task and sacrifice of protecting all American's freedom's, and our way of life.

I myself have served in the US Air Force in the late 50's and early 60's, at Norton AFB in San Bernadino, California, which is no longer used by the Air Force.

4

1540 BO

GE-2
cont'd

or by fly-overs over the neighborhoods that will be effected, by the Aircraft.

So... we can hear the noise created here in our Treasure Valley.

This will have a tremendous negative impact on our way of life. I have resided here in Boise for several years, my wife and I have enjoyed the peace and quiet here, and decided after many years of hard work that the "Treasure Valley" provided

NO-36

3

1540 BO

In the 1970's I owned a 5 Acre Horse Ranch in Nuevo,CA. a small ranching and farming community of about 3,500 people located in Riverside, County, just 8 miles Southeast of March

AFB, about the same distance that our home is located from Gowen Field now.

As the housing projects around March AFB expanded, the landing pattern was moved

5

1540 BO

further East, closer to my home.

Boy could these big B-52's create a racket when taking off or landing they

vibrated my home and the noise destroyed my family's quality of life, and greatly diminished the property values in the area.

The short term economic gain for the Treasure Valley, will result in little to no value! Compared to the devastation

6

NO-12

NO-36

SO-1

SO-1

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caused to the homeowners that reside in the general flight plan.

1540 BO

SO-1
cont'd

According to the local T.V. news broadcast yesterday, they reported in there news cast that no one will be able to live and reside in this general flight plan due to the excessive noise.

SO-1

As a Licensed Idaho and California Real Estate Broker for several years, I know the negective impact on the value of

SO-1

our homes, that this will create. I can envision tracts of empty homes, and the quality of life in the Treasure Valley will be memory of the past.

1540 BO

SO-1
cont'd

NO-36

Thank You...

*Lynn E. Yette
Owea*



1541 BO

My Name is Bill Hoek, I live on [REDACTED] near the Indian Lakes Golf course.

For me, the sound of F-35's and other military aircraft is the sound of Freedom.

I live in the flight path of Gowen Field. We bought our home 6 years ago and I was well aware of the noise that I would encounter from the airport. I, too, have suffered though the down turn in property values over the last five years. This proposal to have these fighters stationed at Gowen cannot have much more of an effect on property values than we have had though the gross mishandling of the mortgage fiasco that numerous financial institutions have created.

I would argue that with the addition of this F35 program to Gowen Field it will actually **improve** property values through the addition of jobs and the other positive economic trickle down effects it will have on our local economy.

GE-3

More importantly to me, the F-35 sound of Freedom is important to our nation, our Air Force and the Idaho National Guard. That makes it important for our state and the Treasure Valley. When I hear these jets fly over I think all those fine young men and women fighting for the very freedom that allows us to freely voice our opinions here tonight. I think about the many scarifies they make ever day to protect our freedoms. I think about all those who have given their very lives to protect

1541 BO

us and our freedom of speech. What could anyone possibly have against hearing those beautiful sounds of Freedom? We live in very perilous times, folks.

Some say, "NIMBY", Not In My Back Yard. I would ask them, "If not ours, then in whose back yard would you place them?"

When did it stop being cool to be an American? This is not just a property values issue. It's an American issue. F-35's? Bring em on...

GE-3

Let us capitalize on the economic opportunities that such a program can bring to our community.

Thank you for the opportunity to voice my opinion and the like-minded opinion of my friends and neighbors who could not be here tonight.

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1542 BO

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Name: Marsha Jacobsmeyer
Organization/Affiliation: Home owner
Address: [Redacted]
City, State, Zip Code: [Redacted]
Comments:

I can't imagine the businesses around here want the noise any more than those of us who own homes. It's time that the quality of life for those of us whose lives will be impacted ^{as} more important than any amount. Come to our home and see how the noise interferes with being able to sleep, take a phone call or enjoy being in our backyard - not from. We have lived here since 1975 and feel that is worth something. If these jets come here, our property won't be worth much of anything. I appreciate the protection of the USAF but I am sure there is a better

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NO-36

NO-3

NO-8

SO-1

GE-1

Thomas Berry
Boise, ID

1543 BO

For the record, I am opposed to the basing of the F-35 of any configuration and any mission at Boise Air Terminal Airport Air Guard Station/Gowen Field. It is my opinion the F-35 is incompatible with the facility and is incompatible and unsuitable for the surrounding residential as well as commercial establishments.

GE-4
NO-37

I find the Draft Impact Statement lacking and negligent. For example, the Impact Statement shows the contour largely in line with the air strips. This is an incomplete disclosure as it does not show the noise impact zone for the military landing pattern for an eastward approach, which is far south over the subdivisions which include the intersections of Lake Hazel and Maple Grove.

NP-13
NO-53

The noise contour purposely stops short at the computer modeled 65 decibel zone. There also needs to be contours for every 3 decibels within that zone as sound increases, as well as contours for every 3 decibels outside that zone as sound diminishes. Why 3 decibels? Because, every 3 decibels equals a double in actual volume.

NO-4

Noise is measurable and can be specifically targeted, scaled, and quantified. Real time decibels need measured in all take off and landing patterns for existing and proposed runways, and measured by a neutral contractor agreed upon by the Air Force and the affected residents and businesses. The results need combined with a door to door census and survey of affected residents and businesses.

NO-54

Proponents say Gowen has had a military history since WWII. Proponents will say we used to have the F4's as recently as 1996. This is true; however, what wasn't here are the thousands of houses, as well as schools, churches, and businesses that are here now. If Planning and Zoning had plans for future fighters to be bedded at Gowen Field, they never should have zoned the areas for residential development.

NO-37
GE-13

Proponents advocate the "sound of freedom". *The Sound of Freedom is citizens gathering to voice whether an aircraft is suited to their environment.* ~~(5 sec. pause) That is the sound of freedom. That's what we enjoy when we come home to our neighbors and watch children play while we burn backyard burgers or hang seasonal decorations. The roar of the F35 flying over our homes, businesses, and city is not the "Sound of Freedom". It may be a reminder of the "Price of Freedom", and a significant population of the Treasure Valley will be forced to pay a large burden of that TAX in their quality of life, property values, and health.~~

NO-36
SO-1
NO-6

Its popular to announce whether you are a veteran or not. It appears to add some credibility. I come from a family of military service. I am a veteran of just short of 10 years. I am a veteran of Desert Storm and have shoveled Saudi sand. I know the real meaning of "rockets red glare". I know what it like to be woken repeatedly at night. I've lived on and near Naval Air Stations. I enjoy wearing my patriotism on my motorcycles, ski helmets, and shirts. I hope that establishes my credibility. However, you don't need to be a vet to be patriotic, nor is this an issue of your patriotism and don't let others paint you into that corner.

This is an issue of quality of life, practicality, and suitability. Boise does not fit the model. For the F 35. GE-4

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June 2012

Thomas Berry
Boise, ID

For the record, I am opposed to the basing of the F-35 of any configuration and any mission at Boise Air Terminal Air Guard Station/Gowen Field. It is my opinion the F-35 is a poor match with the facility and is incompatible and unsuitable for the surrounding residential as well as commercial establishments.

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Just because you don't live in that computer modeled 65db zone doesn't mean you have no argument or right for concern. 63dbs will adversely affect your health and quality of life.

Noise is measurable and can be specifically targeted, scaled, and quantified. Real life decibels need measured in all take off and landing patterns for existing and proposed runways, and measured by a neutral contractor agreed upon by the Air Force and the affected residents and businesses. The results need combined with a door to door census and survey of affected residents and businesses.

Proponents say Gowen has had a military history since WWII. Proponents will say we used to have the F4's as recently as 1996. This is true; however, what wasn't here are the thousands of houses, schools, churches, and businesses that are now here. The F4 was not as loud as the F35. If Planning and Zoning had plans for future fighters to be bedded at Gowen Field, they never should have zoned the areas for residential development.

Proponents will comment that what you are hearing is the "sound of freedom. The "sound of freedom" is what we look forward to when we come home and enjoy our neighbors, our yards, watching our children play, burn backyard burgers, hang seasonal decorations. The roar of the F35 flying over our homes, businesses, and city is not the "Sound of Freedom". It may be a reminder of the "Price of Freedom", and a significant population of the Treasure Valley will be forced to pay a large burden of that TAX in their quality of life, property values, and health.

Its popular to announce whether you are a veteran or not. It appears to add some credibility. I come from a family of military service. I am a veteran of just short of 10 years. I am a veteran of Desert Storm and have shoveled Saudi sand. I know the real meaning of "rockets red glare". I know what its like to be woken repeatedly at night. I've lived on and near Naval Air Stations. I enjoy wearing my patriotism on my motorcycles, ski helmets, and shirts. I hope that establishes my credibility. You don't need to be a vet to be patriotic. This is not an issue of patriotism.

This is plainly an issue of quality of life, practicality, and suitability. Boise does not fit the model.

1543 BO

GE-4

NO-37

NP-13

NO-53

DO-35

NO-4

NO-6

NO-54

NO-37

GE-13

NO-36

SO-1

NO-6

GE-4

1544 BO

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Name: Bob & Kathy Smith

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments:

Opposed to having F-35 to Gowen Field

1. Negatively affect Property Value

2. Health issues with excess noise

3. Quality of life concerns

4. Long term would this would be very undesirable

GE-4

SO-1

NO-6

NO-36

GE-4

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Name: E. Brian Allen

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I strongly support the F-35/Boise Mission as probably the single greatest economic stimulus program that can be brought to the Treasure Valley. This is not a noise issue and the evaluation should not be defined within a "Not In My Back Yard" immature dialogue. This is a real economic issue dealing with grade school, middle school, high school and 20 Somethings who will be entering the workforce within the next 10-15 years. There are fewer & fewer quality jobs and this program represents a great long-term economic platform for generations to come. The F-35 is not a 2012-2015 issue -> It's a broader to come employment base that will help stabilize the entire valley's employment.

GE-3

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Name: Ray A. Dupree

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: VERY MUCH IN FAVOR OF THE F-35 COMING TO GOWAN FIELD AND THE BOISE AREA.

AIR FORCE FAMILIES WANT AND DESERVE A PROPER PLACE TO BE LOCATED. BOISE OFFERS: GREAT SCHOOLS, COLLEGE, ART, ENTERTAINMENT, SAFETY; EVERYTHING FAMILIES ASPIRE TO.

GE-3

THOSE THAT OBJECT TO THE F-35 ARE IN THE MAJORITY OF TODAY'S CITIZENSHIP. THEY WANT SECURITY FOR THEIR FAMILIES, BUT DON'T WANT TO BE MENTIONED ONE BIT!

Bring the F-35 TO GOWAN !!

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1547 BO

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- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

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Name: Andrew Archuleta

Organization/Affiliation: Ret USAF

Address:*

City, State, Zip Code:

Comments:

I'm all for the F35A coming to Gowen Field. It is
a positive addition to the Boise Area.

GE-3

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1548 BO

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Name: BRAD WM. DOLEY

Organization/Affiliation:

Address:*

City, State, Zip Code:

Comments: NO - absolutely not! My wife lost 30% of the value of our home due to the mortgage crisis we cannot take another loss!

I refuse to live like I did in the summer of 2011, when I literally had to put in earplugs in my own back yard. The noise these things put out is literally unhealthy.

There is an airforce base 35 miles S.E. of here that is far more appropriate for these planes. Expand Mt. Home to accommodate training.

NO! NO! NO! NO! NO!

GE-4

SO-1

NO-8

NO-6

GE-12

GE-4

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1549 BO

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Name: Richard Frohieser
Organization/Affiliation: Self
Address*: [Redacted]
City, State, Zip Code: [Redacted]

Comments: I Am in full support, we need to increase our military & increase what we do in Boise. GE-3

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1550 BO

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Name: Sue Frohieser
Organization/Affiliation: N/A
Address*: [Redacted]
City, State, Zip Code: [Redacted]

Comments: I Am in support of bringing the F35 to Boise & Mtn Home. We live north of the airport & enjoy hearing the planes. Not a problem to me - I hope you will come to Idaho GE-3

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1551 BO

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Name: DENNIS ARMSTRONG
Organization/Affiliation: RETIRED
Address: *
City, State, Zip Code:

Comments: THE F-35S WILL MAKE OUR HOME UNLIVABLE, WE ARE RETIRED SO JUST MOVING IS NOT AN OPTION FOR US. NO ONE WILL BUY THE HOUSE AT ANY PRICE AND WE WILL LOSE OUR RETIREMENT. I AM A VIETNAM ARMY VETERAN AND INSULTED BY THE SUGGESTION I AM NOT PATRIOTIC, IT TAKES MORE THAN LISTENING TO AIR PLANES FLY OVERHEAD TO BE A PATRIOT. WE HAVE SPENT THE LAST 10 YEARS REMODELING OUR HOME FOR OUR RETIREMENT AND DO NOT WANT TO LOSE IT. THE AIDS, COMMERCIAL JETS WERE ACCEPTABLE NOISE LEVEL WHEN WE MOVED HERE. OUR HOUSE WAS PERFECTLY SITUATED FOR US, CLOSE TO ALL PARTS OF THE CITY PLUS A FANTASTIC VIEW. A LOT OF THE PEOPLE ON THIS STREET ARE RETIRED AND ARE IN THE SAME SITUATION. THESE JETS DO NOT BELONG IN A URBAN ENVIRONMENT

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SO-1

SO-1

NO-37

1551 BO

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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Name: DENNIS ARMSTRONG
Organization/Affiliation: RETIRED
Address: *
City, State, Zip Code:

Comments: F35A AIRPLANES DO NOT BELONG IN AN URBAN ENVIRONMENT NO-37

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded of Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. NO-4
NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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Final
June 2012

1551 BO

- | | |
|--|----------------------|
| 4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. | EJ-1 |
| 5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. | NO-4 |
| 6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. | NO-4
NO-6 |
| 7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. | SO-2 |
| 8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? | DO-1
DO-2 |
| 9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? | NP-1
LU-1
SO-3 |
| 10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. | GE-2
NO-7 |
| 11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. | AQ-3 |

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1552 BO

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Name: Judy Armstrong
Organization/Affiliation: N/A
Address: [Redacted]
City, State, Zip Code: _____

Comments: Military jets / F35A's do not belong in the middle of a city. Build a training runway in Mountain Home or go elsewhere.

GE-1

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Final
June 2012

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Name: Judy Armstrong

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: F35A's do not belong in a city NO-37

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NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
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SO-3
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
NO-7
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

Final
June 2012

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Name: Richard Kershner

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: Don't want it in Boise area

GE-4

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Name: Jack F. Wilson

Organization/Affiliation: Retired Director of The Nat'l Fire Cent

Address: _____

City, State, Zip Code: _____

Comments: _____

While Boise has some advantages
there are better equipped
sites with the same - the
training land areas etc better at
clear, on or w/ far less impact
on the existing residents

GE-1

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Name: GUEN WILSON & JACK WILSON

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: _____

*Better to use the South Runway's ^{they} should be used if they do come here.
This should not be in our capital city - running a large residential area.*

NO-20

GE-4

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1556 BO

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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

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Name: BARRY CUNFER

Organization/Affiliation: NONE

Address: _____

City, State, Zip Code: _____

Comments: _____

I oppose basing F-35A in Boise. We have an airbase in Mountain Home if they are needed. This is another military landhog. I also live near Gowen Field. This will impact my home value. Basing an F-35 in Boise - fly it over on a given date and let citizens actually hear what our sounds like. The US is now like the Roman Empire trying to rule the world - we all know what happened to the Romans!!

GE-4

GE-12

SO-1

GE-2

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1557 BO

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Name: JOAN CRAMER
Organization/Affiliation: Homeowner
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I oppose the F35's being based in Boise due to the noise level, heavy population, air quality, and loss of quality of life. To say nothing of complete loss of home values. We have large populations of Canadian Geese who's flight patterns crisscross the area considered for these planes. An extremely dangerous situation. I would suggest these planes be located in Arizona. If Idaho way Not Mountain Home Air Force Base? It is an Air Force Base!

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GE-4
NO-1
NO-11
AQ-1
NO-36
SO-1
SA-15
GE-1
GE-12

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1558 BO

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Name: JERRY TERCISNER
Organization/Affiliation: [REDACTED]
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I'M TOTALLY IN FAVOR OF BRINGING THE F-35A THE "HOME OWNERS ASSN" DOES NOT SPEAK FOR THE NEIGHBORHOOD!! I'VE LIVED HERE 24 YEARS AND DID NOT KNOW ABOUT THIS GROUP

GE-3

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June 2012

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1559 BO

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Name: CHRISTIANE RUDD

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: BASED ON THE NOISE IMPACT MAP, MY RESIDENCE FALLS WITHIN THE AREAS DESIGNATED AS "NOT SUITABLE FOR RESIDENTIAL USE." MY RESIDENCE ENJOYS A LOVELY VIEW OF HILLCREST GOLF COURSE, ONE OF THE OLDEST, MOST REVERED COUNTRY CLUBS IN BOISE. NOT ONLY WILL MY PEACE & QUIET BE DESTROYED, I EXPECT MY PROPERTY VALUE, EVEN FOR A COUNTRY CLUB PROPERTY, WILL BE EFFECTIVELY DESTROYED. ALREADY, EXISTING NATIONAL GUARD JETS FLYING LOW OVER MY HOUSE, REQUIRE ME TO COVER MY EARS WHEN I AM OUTSIDE,

PUTTING LOCAL RESIDENTS NEAR THE CAPITAL OF BOISE, IS COMPLETELY UNACCEPTABLE. PLEASE USE AN AIR FORCE BASE FURTHER AWAY FROM POPULATIONS.

Please print – Additional space is provided on the back.

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1560 BO

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Name: BARBARA PRIEST

Organization/Affiliation: SELF

Address: _____

City, State, Zip Code: _____

Comments: BRINGING ANY F-35 TO BOISE AN URBAN AREA IS STUPID. AFTER READING ALL 980 PAGES OF THE EIS MY CONCERNS ARE EVEN LARGER. NOISE - WE WILL BE UNABLE TO USE OUR OR ANY OTHER PROPERTY FOR RECREATION OR OTHERWISE. HOME PRICE WILL DROP TO NOTHING "TAKING BLAME" 5th AMENDMENT "JUST COMPENSATION" AIR POLLUTION - ITS BAD ENOUGH HERE, AND I'M STILL WORRIED ABOUT THAT CUTE LITTLE SAGE GROUSE

I VOTE NO! TO BOISE & MT. HOME

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Final
June 2012

NO-37

NO-18

SO-1

SO-10

AQ-1

BI-5

GE-4

1560 BO

OSHA

WHY DOES STANDARDS NOT
APPLY FOR THE SITUATION? FOR THE
TEACHERS IN THE WS R AND FOR THE
STORE ATTENDANT AT THE CORNER STATION
OR THE MAIDS IN THE HOTELS NEXT
TO THE AIRPORT!

NO-44

1561 BO

Please register my objection to the proposal to bring F35 jets to Gowen Field

To whom it may concern,

I would like to officially register my objection to the proposal to bring F35 jets to Gowen Field. Our home lies in the flight path for the Boise airport and whenever we have two of the F16 jets take off at the same time, the vibrations that emanate from their engines, literally shake our home. We have been told that the noise produced by an F35 jet is almost 7 times greater than that of an F16, so you could imagine what that would do to the quality of life for all of us that currently live in the Boise airport flight path.

GE-4
NO-12
NO-1
NO-36

I'm one of the first people to stand up and salute and express my appreciation for our military, as they help keep us safe from foreign aggression. I feel that it would be very beneficial to bring the F35 jets to Idaho, but would offer that Mountain Home, which is already set up as an air base for the US Air Force, is a much better choice for accommodating the F35 jet program. Mountain Home doesn't have neighborhoods that were built up in their airports flight path, specifically because of the problems associated with the combination of homes and super high performance aircraft.

GE-12

Please put me down as a proud American citizen that is all for bringing the F35 jet program to Idaho, by basing them out of Mountain Home Air Force Base, but not out of Boise.

GE-4
GE-12

Thank you for your kind consideration.

Hawk & Danelle Yi

[REDACTED]
[REDACTED]

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1562 BO

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Name: MARCINE PROSSER

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: for the reasons listed - DO NOT bring F-35 to Boise GE-4

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

NP-13

1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations.
- ☒ 2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
- ☒ 3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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1562 BO

- ☒ 4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL.
- ☒ 6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required.
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available?
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS?
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why.
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards.

Final
June 2012

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1562 BO

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Name: MIXCIN PROSSER
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____

Comments: _____
Other maybe concerned about home valuation going down and they should b. _____
Some are saying more jobs, we need them now - how do they know how the economy will be? _____
* My main concern is the noise and the effect on children - just in my neighbor hood there are 2 schools and they are on the playground - foot ball, base ball field - _____
Also the effect of animals (wildlife and pets) _____
Do Not Bring This To Boise _____

Please print - Additional space is provided on the back

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1563 BO

FEBRUARY 28, 2012
BOISE, IDAHO

SIRS:

PLEASE RECONSIDER YOUR POSITION TO BRING THE F-35A TRAINING BASE TO GOWENFIELD, BOISE, IDAHO. THIS BASE IS ILL SUITED TO THE F-35A DUE TO THE FOLLOWING: TOO MANY SCHOOLS & HOMES W/I THE IMPACT AREA, NOISE LEVELS OF THE F-35A WILL BE TOO GREAT FOR THE AREA, & SAFETY CONCERNS IN THE EVENT OF AN ACCIDENT. PLEASE SAY NO TO BRINGING THE F-35A TO GOWENFIELD.

SINCERELY,
BRIAN REYNOLDS

GE-4

NO-11

NO-37

SA-4

GE-4

SO-1

EJ-6

BI-5

GE-4

Final
June 2012

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1564 BO

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Name: Lynn Fiesler

Organization/Affiliation: Live in Columbia Village

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I live in the impact area. My property has already lost value due to the economy and if the FAA deems my area as not fit for residential, my property value decreases even more. I'm also concerned about the noise level day and night.

SO-1

NO-1

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Name: JAMES CELACINO

Organization/Affiliation: [REDACTED]

Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: NOT NO BUT TELL NO!

GE-4

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Name: SUSAN E. HAMILTON

Organization/Affiliation: HOMEOWNER

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I'm retired. I don't have the finances to upgrade my home to a condition necessary for livability. It was my intention to live the rest of my days in my present address. I'm no longer sure this will be possible. Unfortunately because of the F-35s it may not be possible to sell my home. It has already been devalued by thousands with the housing collapse. Of course there is the constant noise - it will render the yard & green space unusable. I also have animals that would be terrorized. As far as jobs coming into the area, I don't believe it. The airforce would bring in personnel with wives and child to take local jobs. Other jobs would temporary

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1566 BO

SO-1

NO-18

BI-5

SO-21

1566 BO

SO-21
cont'd

EJ-2

LU-3

SO-1

BI-5

EJ-2

GE-4

construction jobs. I'm so discouraged with the way things are going, that I'm thinking of leaving the county. What idiot homeowner would hire local trades people to improve their home, thereby reducing work for locals. This is terrible! Go away! Leave us alone to just live in peace.

This fence would affect schools, our area, old folks homes & private homeowners. The noise is harmful to animals & children & everybody else in the area.

I Don't want this!!!

It's harmful & hurtful

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1567 BO

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Name: Chuck Thomas
Organization/Affiliation: Boise Newber, Three mile creek neighborhood ASS
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: adamantly opposed to F-35s in our city
The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded of Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. NO-4
NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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1567 BO

4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
NO-7
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

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June 2012

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Facts and Impacts: The F-35A in Boise

Have Your Say

The Air Force is seeking your comments before March 14, 2012.
Email: David Martin & Kim Fornof
a7cp.inbox@us.af.mil.
Fax: 210-652-5649

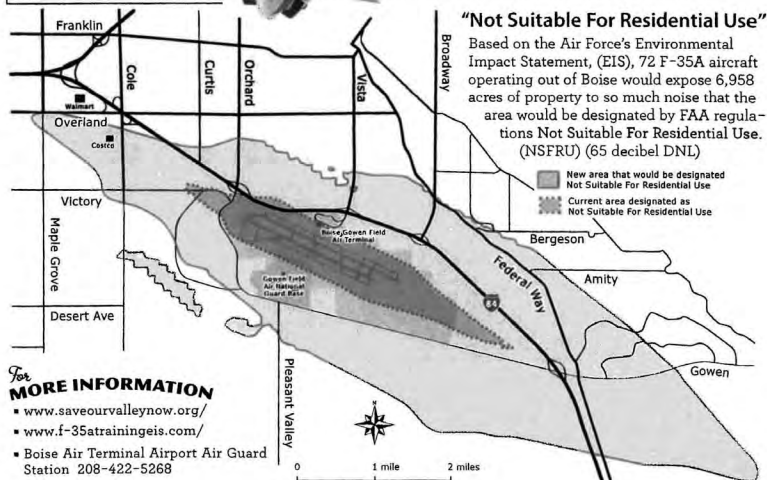
Local Public Hearings

Session: 5-6 p.m.
Presentation/Formal Comment
Session: 6-8 p.m.
Feb. 27, 2012
Capitol City Veterans of Foreign
Wars Post 63
8931 W. Ardene St.
Boise, ID 83709

Feb. 28, 2012
Boise Hotel & Conference Center
Cascade Room
3300 Vista Ave.
Boise, ID 83705

Feb. 29, 2012
Marsing American Legion
Community Hall
126 N. Old Bruneau
Highway

- The Air Force wants to base 72 F-35A aircraft at Gowen Field.
- All four locations—Boise, Tucson, Holloman, and Luke, not just one or two—would be scheduled to receive F-35As.
- F-35As are twice as loud as F-15s and F-16s on takeoff and 4 times as loud on landing.
- The 72 F-35As would take off and land 50 times per day for a total of 14,000 times per year.
- The F-35As would use afterburners 1,400 times per year.
- The F-35As would fly at night over 1,400 times per year.
- Stretching from Maple Grove on the west to Columbia Village on the east, the "Not Suitable for Residential Use" (NSFRU) noise footprint would increase from the current 89 acres and 142 residents to 6,958 acres and include 10,119 residents. (See map below)
- 4 schools, 13 day care centers and 2 parks are located in the area that would be designated NSFRU. Major public venues impacted would include Hillcrest Golf Course, Simplot Sports Complex, the Shakespeare Festival complex and Ice World.
- Incidents of speech interference with windows closed would increase 1,100%.
- School classroom impacts and disruption of learning would occur at 4 schools.
 - Sleep interruptions would increase by 33%.
 - 313 residents would experience hearing loss.



For MORE INFORMATION

- www.saveourvalleynow.org/
- www.f-35atrainingeis.com/
- Boise Air Terminal Airport Air Guard Station 208-422-5268

1568 BO

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



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HQ AETC/A7CPP
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Name: Gary A. Long

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: *I knew about jets- I worked on F4's then the F-4 Phantoms, in the early 60's at MacDill AFB. I was a armament specialist which meant I worked up close and personal with these awesome jets. Inside of them, outside, under and around, yet I know the F-4 very well. I know how happy people were to see them go, despite having to the "Sound of Freedom" for quite a few years. Their 2 after burning J79 engines generated a LOT of sound, interrupted untold dinner and conversations. Yes, a small price to pay for freedom. BUT the F-35 is a different animal-an animal that should never be located close to city of nearly 2 million with outlying communities tied one to another. Boise does not need the sound pollution nor the additional chemical pollution generated by these jets. Notwithstanding, many happy people included, will be rendered worthless as a domicile from*

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June 2012

NO-37

AQ-1

SO-1

1568 BO

SO-1
cont'd

its proximity to the runway (about 1/2 mile)
 I live 150 feet from a freeway soundwall, a structure
 that the city of Boise had to have - to cut down on
 freeway noise - This too, is a bandaid of great
 proportion - Soundwalls benefit only those who build them.
 Sounds from aircraft headed from the northern
 direction from the soundwall is reflected back towards
 homes 150 feet path of the sound wall - Great!!
 I can imagine how a F-35 would sound on its
 base leg - Sorry - I can't buy the F-35 here -
 I wore the U.S. uniform for 23 years so don't
 color me anti military - I did my part & well
 Thank you for the opportunity to say my little
 piece --

GE-4

1569 BO

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



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Name: GARY CROWELL
 Organization/Affiliation: UNITED STATES CITIZEN
 Address*: [REDACTED]
 City, State, Zip Code: [REDACTED]

Comments: THERE IS NO REASON TO PLACE JETS
WITH THIS NOISE LEVEL AND FREQUENCY
IN ONE OF THE PERPETUALLY TOP 20
CITIES IN THE UNITED STATES. THESE
BELONG OUTSIDE OF A METROPOLITAN
AREA. BASES LIKE MOUNTAIN HOME
WOULD SIGNIFICANTLY IMPACT LESS
HOUSES, SCHOOLS AND CITIZENS. THE
NUMBER OF JOBS BROUGHT TO
BOISE WILL NOT OFFSET THE LOSS
IN PROPERTY VALUE\$ AND QUALITY
OF LIFE.
IDAHO IS TREATED LIKE THE POOR

NO-37

SO-13

NO-36

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1569 BO

COUSINS BECAUSE OF OUR POPULATION
BASE. THE FEDERAL GOVERNMENT ALREADY
CONTROL FAR TOO MUCH OF OUR STATE.
OUR MAYOR AND LOCAL OFFICIALS WILL
GLADLY SELL OUT TODAY FOR A FEW
JOBS AND RECEPTION.

THIS IS A VERY SHORT SIGHTED
POLITICAL CHOICE.

THE STRATEGY OF "LUKE" IS A
PACIFICATION TO PUT BOYS AND
SLIP WHILE THEY SLIP IN THE WARS.

1570 BO

United States Air Force
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Name: Keri Moran

Organization/Affiliation: Resident

Address:

City, State, Zip Code:

Comments:

I live within the area (or just outside of it)
considered not suitable for residential living
if this passes. The argument that essentially
it's only not livable without closed windows
and insulation are counter to the reason I live
in this state. The climate of Boise Idaho is
conducive for outdoor living or open windows
more than 50% of the time - I enjoy fresh air
and my backyard. If I wanted to live in
behind closed doors 24/7 I would live in
the arctic or Arizona. ~~My home~~
In addition, due to the housing market
my home values have already dropped

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June 2012

NO-36

SO-1

1570 BO

SO-1
cont'd

by more than 25%, to take another economic hit of almost 40% with no compensation is not the American way of life. The Air Force is tasked to represent

1571 BO

United States Air Force
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Name: Teresa Triolo

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I feel that the response has been very negative, which is unfortunate. I have lived less than 1 ~~mile~~ mile away from the airport for 24 years, and feel that the noise of the jets is simply the cost of doing business. I don't feel like it is okay to say "We support our troops," in one breath, but "not in my backyard," in the next.

I also feel like I am like most of my neighbors, friends, and colleagues. They may not come to a public hearing; but they do, generally, approve of the plan, and do not actively oppose it.

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1571 BO

GE-3

I would very much appreciate an opportunity for Idaho to host the F-35A Training Program

1572 BO

United States Air Force
Public Hearing Comment Form
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Name: Richard Scott

Organization/Affiliation: _____

Address*: _____

City, State, Zip Code: _____

Comments: SEE BELOW

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NP-13

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NO-4

NO-5

2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this?

SO-1

SO-2

3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation.

NO-11

NO-4

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June 2012

- 1572 BO
4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. **EJ-1**
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. **NO-4**
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. **NO-4**
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. **SO-2**
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? **DO-1**
DO-2
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? **NP-1**
LU-1
SO-3
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. **GE-2**
NO-7
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1573 BO

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



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Name: Marta and Rocky Paulson
Organization/Affiliation: _____
Address: _____
City, State, Zip Code: _____

Comments: According to FAA guidelines - a training base here would deem my residential property in an area known as Not Fit for Residential or Not Suitable. Over 50 take-offs per day. This bases does not belong here - Although we support our military - my husband and I enjoy watching the planes take off and land - however - to ruin our quality of life with unacceptable decibels levels is unnecessary and unfair. My late husband served in both the Air Force and the Air Guard. It was not until I learned of the magnitude of the impact area that I became concerned - This adversely

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NO-36
cont'd

SO-1

SO-1

GE-1

NO-36

NO-1

affects the quality of living of a huge stretch of South Boise running from East to West. It will affect the real estate values of a vast area - which would be devastating to many families and homeowners in the area. I am a realtor, so I am fully aware of the risk.

This base does not belong in a residential area - nor should it be allowed to push residents - or drive them out of a large section of our city.



If the base was proposed much farther to the South of Boise, in undeveloped areas - I would be more likely to embrace such a training center.

Currently - it is simply too close to downtown Boise - all of Southeast, and Southwest Boise - Highly damaging to quality of life.

The A-16's that currently fly over our home are deafening - We know the F-35A's are much louder - this is very disturbing.

1574 BO

United States Air Force
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F-35A Training Basing
Environmental Impact Statement (EIS)

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Name: Gary Aiken
Organization/Affiliation: Resident
Address: [REDACTED]
City, State, Zip Code: [REDACTED]
Comments: [REDACTED]

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NP-13
NO-4
NO-5
SO-1
SO-2
NO-11
NO-4

- 1574 BO
4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
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NO-6
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8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
NO-7
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1575 BO

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Name: Dallas Baird

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I own 3 homes in the uninhabitable area. We will be ruined. SO-1

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1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. NO-4
NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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June 2012

	1575 BO
4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth.	EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL.	NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts.	NO-4 NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required.	SO-2
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available?	DO-1 DO-2
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10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why.	GE-2 NO-7
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	1576 BO
F-35 training Center - City of Meridian must have hearing too and EIS	
FROM: bernard schur	Monday, February 20, 2012 10:28 AM
TO: aetc.a7cp.inbox@us.af.mil	
CC: [REDACTED]	
<p>THE CITY OF MERIDIAN, IDAHO MUST BE INCLUDED IN HEARINGS AND THE ENVIRONMENTAL IMPACT STATEMENT TOO BECAUSE THE PLANES WILL BE FLYING OVER MERIDIAN AIRSPACE. The noise level, exhaust from the engines, and any dangers will affect the City of Meridian as well as Boise. Boise is getting the funds, but not the attention and consideration it legally deserves in this instance. Meridian residents demand an equal voice with Boise in this matter because the Air Force can not guarantee that Meridian Air Space will not be used or flown over. We also request that you inform Boise and Meridian residents that a Training Center is operational 24/7/365 all year. So flights will take place anytime of day or night, all types of weather, and on weekends and holidays too. This will impact our kids, our schools, workplaces, Psyche from constant noise, and will also affect real estate. Many folks will not move here, especially retired persons to avoid the constant jet engine noise, especially from afterburners. Meridian is directly in the flight path for Gowan Field too. Please include this email in any public statements, responses, filings, or information distribution. Dr. Bernard M Schur</p>	
<p>----- Forwarded Message ----- From: bernard schur [REDACTED] To: "aetc.a7cp.inbox@us.af.mil" <aetc.a7cp.inbox@us.af.mil> Cc: [REDACTED] Sent: Monday, February 20, 2012 9:41 AM Subject: Enviro statements are lacking and not complete</p>	
<p>The environmental statements do not reflect the affect of the noise levels after 7 pm on babies, toddlers, and young children and parents. This is especially true if their is illness among the children at the time of the flights.</p>	

Parents need to get their kids to sleep, the flights keep them awake working a hardship on the parents, especially if they have to be at work the next day after dealing with the excessive noise level of the flights. This past week we could hear the flights clearly in North Meridian, miles from the flight path.

1576 BO

NO-3

NO-8

This is another issue. The Air Force agreement and hearings are for the City of Boise, but the flights cross the Air Space of the City of Meridian as well. Meridian should also have hearings and if the public objections can not force the use of Boise air space only, then the City of Meridian should also be compensated. The statement should include affects on Meridian area and air space.

NP-4

NO-55

DO-38

We in Meridian can not understand why the flight can not turn left at the end of the Gowan Field runway and fly toward South Lake Hazel Road into the desert. Or turn right toward Federal Way and head into the desert over Boise. Both of these routes would avoid flights over the Meridian area lessening the noise level for the whole city. The statement should include alternative routes that avoid Meridian air space.

NO-20

Finally the flights are an income generator for the City of Boise and the Mayor. There is no reason why the flights can not be made from Mountain Home Air Base, which is prepared to deal with the noise and service to the aircraft. We in Meridian urge the flight Commander to change to Mountain Home and avoid all the adverse affects on Boise/Meridian. The statement should include notations that Boise had fiscal incentives to participate in the flights and ignore all objections from Meridian to secure the funding, which is their foremost consideration. The statement in other comments section should include this element of Boise's participation. Please send me notice of of future hearing by email:

GE-12

GE-13

NP-8

NP-24

Bernard M. Schur

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1577 BO

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Name: Theresa K. Nakashima

Organization/Affiliation: PERSONAL

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments:

① CONCERNS - (1) NOISE: We live in 5 mile / Overland AREA & the noise DURING SUMMER TRAINING is VERY DISTURBING (happened 3 yrs ago). Year Round is Nearly Unthinkable - NO-8

② Hiring for Jobs. How many will be local hire ? how many will be TRANSFERS. How many will be military & how many will be civilians - SO-21

③ How safe will the schools in flight path be with new UNVETTED PLANS - SA-1

Please print - Additional space is provided on the back.

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Final
June 2012

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Name: RICHARD KAYLOR

Organization/Affiliation: I'M AN ARMY BRAT. I WAS BORN IN THE PANAMA CANAL

Address: MY DAD GRADUATED FROM WEST POINT AND RETIRED AFTER 30 YEARS

City, State, Zip Code: [REDACTED]

Comments: YOUR HANDOUT ENVIRONMENTAL IMPACT STATEMENT (EIS)

DECEPTIVE BECAUSE IT DOES NOT SHOW THE AREA IMPACTED

BY 65dB DNL. I READ THE EIS SUMMARY AT HOME

AND IT DESCRIBED THREE BASING SCENARIOS UP TO 72

F35A'S. HOWEVER YOUR HANDOUT STATES: "BASING 24 OR

48 TRAINING AIRCRAFT WOULD NOT BE COST EFFECTIVE."

SO WHY INCLUDE THEM? OTHER THAN TO LEAD PEOPLE TO

BELIEVE THERE WOULD BE LESS INTRUSIVE SCENARIOS THAN

ACTUALLY PLANNED

WHAT IS EVEN MORE SCARY IS THE STATEMENT:

"DELIVERIES COULD POSSIBLY REACH UP TO A TOTAL OF

144 AIRCRAFT"

IT IS SCARY THAT 9,977 RESIDENTS

WILL BE AFFECTED BY NOISE LEVELS GREATER THAN 74dB

Please print - Additional space is provided on the back 65 decibel Day/Night

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

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AND 313 PEOPLE RISK HEARING LOSS

NOT COMPATIBLE FOR

RESIDENTIAL USE

1578 BO

SO-2

DO-9

SO-1

NO-11

SO-1

NO-6

1578 BO

NO-56

THE ENVIRONMENTAL IMPACT STATEMENT SAYS
IF TOO NOISY OUTSIDE GO INSIDE
IF TOO NOISY INSIDE GO ONE SIDE OF HOUSE
MOVE TO THE OTHER SIDE OF THE HOUSE

GO TO SAFEGUARDVALLEY.ORG
TO SEE MAPS AND INFORMATION

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1579 BO

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Name: John Davis

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: RE: Noise level

This section needs re-written so that the average interested public be informed of the percentage difference in ≥ 65 dB and ≥ 95 dB. Perhaps other statistics in the Exec Summary rewritten to be "citizen friendly".

I could not find any consideration of noise level from F35 takeoff dB level to 4,000 ft. Data for approach from 1000' to landing.

Also, the aircraft need to space to line up for the landing approach over the environs of Brown/Meridian metro area. What will the dB of these approaches be? The same concern applies to takeoff.

The use of averages in this EIS should include the greatest dB level considered to arrive at the average dB level.

Please print – Additional space is provided on the back.

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1579 BO

GE-18

My general complaint with the documents are written in highly technical data. The Executive Summary is a an appropriate place for "citizen-friendly" narrative. I am sure that the decision makers will be briefed on the Executive Summary, as chances are the narrative is too technical for his/her comprehension. The average interested citizen cannot provide informed comments as the Summary is written. This is not fair to the "interested citizen".

Final
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1580 BO

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Name: MICHAEL BAIRD

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: SEE # 10 - LET US EXPERIENCE THE REALITY. GE-2

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NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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1580 BO

4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
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1581 BO

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Name: Libbey Cole (Appel Grandfather)
Organization/Affiliation: [REDACTED]
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: The first Air port was built
in Caldwell by W. J. Appel - in
1939 Boise came along - Haven began
fully operational in 1942 - W. J. Appel
taught flying to our wonderful Boys.
Now when do homes any where
on this side of the road.
Let our wonderful men & women
fly & continue to protect & serve
our nation

GE-3

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Name: Kristin DeJulis
Organization/Affiliation: [REDACTED]
Address: [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: BEYOND COMMENT - THIS IS INSANE
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NO-5
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NO-4

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5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4

6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6

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8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2



9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3

10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2
NO-7

11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

1582 BO

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)

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Email: aetc.a7cp.inbox@us.af.mil

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Name: KRISTIN DEJULIS

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: AMERICA'S MILITARY AT WAR AGAINST AMERICA!!! WE'VE ALREADY SUFFERED WITH AIR POLLUTION AND DEAFENING NOISE FROM F4 ~~PHANTOMS~~ PHANTOMS, AND THIS IS WORSE... UNBELIEVABLY STUPID IN A METROPOLITAN AREA. THIS IS SERIOUSLY DAMAGING TO EVERYONE CONCERNED INCLUDING CHILDREN AND ANIMALS. ~~IT~~ IT WOULD MAKE BOISE IDAHO UNLIVABLE!

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1583 BO

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Name: MICHAEL DE JULIS

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

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1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. NP-13
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? NO-4
NO-5
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. SO-1
SO-2
NO-11
NO-4

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4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2
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LU-1
SO-3
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NO-7
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Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1583 BO

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Name: Mike DeJulis

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I HAVE HAD CATHEDRAL WINDOWS SHATTERED
BY COMMERCIAL MD-80's. THESE NEW F-35's ARE
LOUDER IN FULL AFTERBURNER THAN THE MD-80's.
I HAVE HAD CRACKS APPEAR IN MY CEILING WHEN A
B-1 TOOK OFF IN FULL AFTERBURNER. THE F-35 IS ONLY
SLIGHTLY LESS NOISY. MULTIPLE AIRCRAFT TAKING
OFF TWO AT A TIME ON ONE NIGHT AFTER THE OTHER
IS ALMOST UNBEARABLE. WHEN FLIGHTS LIKE THE F16
AND F15 ARE ON APPROACH AND HAVE TO LIGHT THE AFTER
BURNER THE NOISE IS DEAFENING AND THE F-35 IS LOUDER.
WHY DO I HAVE TO LOSE MONEY ON MY HOME, SLEEP AT NIGHT
AND QUALITY OF LIFE FOR A FEW JOBS? IT IS A
SILLY STANDARD TO SPEAK OF "THE SOUND OF FREEDOM"
HOW DOES NOISE WIND UP ON THE LIST AGAIN?

NO-12

NO-1

SO-1
NO-3
NO-36

DO-32

Please print – Additional space is provided on the back.

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1584 BO

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Name: RONALD L. HABERMAN

Ronald L. Haberman

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I AGREE WITH THE COMMENTS BELOW

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded of Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

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2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this?
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation.

NP-13

NO-4

NO-5

SO-1

SO-2

NO-11

NO-4

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- 1584 BO
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5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Aviation Easements that encumber each property is required. SO-2
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3
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NO-7
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1585 BO

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Name: Jeremiah Mussey

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I do not want the F35A in Boise

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NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? SO-1
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. NO-11
NO-4

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June 2012

- 1585 BO
- 4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
 - 5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4
 - 6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4
NO-6
 - 7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
 - 8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1
DO-2
 - 9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1
LU-1
SO-3
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NO-7
 - 11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

1586 BO

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Environmental Impact Statement (EIS)



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Name: Samantha Massey

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: I do not want the F-35's here because of my daughter GE-4

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NO-5
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SO-2
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NO-4

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June 2012

1586 BO

4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. **EJ-1**
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. **NO-4**
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. **NO-4**
NO-6
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. **SO-2**
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DO-2
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LU-1
SO-3
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NO-7
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. **AQ-3**

1587 BO

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Name: John L. Winn

Organization/Affiliation: _____

Address: _____

City, State, Zip Code: _____

Comments: Will there be "dema" flights over **over** **GE-2**

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1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations. **NO-4**
NO-5
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this? **SO-1**
SO-2
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation. **NO-11**
NO-4

Please print – Additional space is provided on the back.

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Final
June 2012

F-35A Training Basing Environmental Impact Statement

1587 BO

NO-1 NO-11

I consider myself to be 220 military however I do not believe a New Model aircraft should be sent in to a Residential area to be based. This will seriously disrupt 10,000 Residents.

4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1

5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-4

6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4 NO-6

7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2

8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1 DO-2

9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1 LU-1 SO-3

10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2 NO-7

11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

Area prior to the final decision? Will businesses be forced to move if they are in the "uninhabitable area"? GE-2 SO-3
Will they & Residents be compensated for loss of property values? What will be done about the CO output @ 50% greater than DEQ limits? AQ-3
Who will pay for New Schools if they are forced to relocate? EJ-1
Why not have the base @ Mtn. Home AFB? GE-12
The Facility is there and it is in an area with no Schools or Residents @ either end of the Run way. What about Micron Tech & other business in uninhabitable area will they leave & greatly decrease the Property Tax Valuations? SO-18

**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



1588 BO

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Name: Nalanda Wilson

Organization/Affiliation: home owner

Address:*

City, State, Zip Code: _____

Comments:

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- | | |
|---|----------------|
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NO-5 |
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SO-2 |
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NO-12 |

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- 1588 BO
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NO-6
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I am very much opposed of the F-35A's coming to Boise, I am very concerned about all of the issues listed in the comments above. The health problems that this will cause is very troubling, as will the loss in property and the value of our property will be disastrous. I think this should be thought out very extensively and each home and business that is impacted by this should receive a notice and be able to respond, the area involved is way too populated for these planes to come in to our area.

GE-4
NO-6
SO-1
NP-20
GE-1

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1589 HO

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Name: Verling Hart

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: Who will pay my medical bills when my horse throws me or my family members as the result of a low altitude, high speed flyover by an F-35A?

BI-1

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June 2012

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1590 HO

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Name: Patricia Ward

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: _____

This community is made up of mainly retirees - older people who have come here for the quietness and serenity of the mountains. These people expected to live out the rest of their lives here; possibly die here as many of our friends & neighbors have & will. What kind of quality of life do you think they will have as your F-35s fly over on their "training" missions? If it were your elderly, ill relatives, how would you feel? If it were you, how would you feel? Why not fly over the desert where it's uninhabited?

NO-36

DO-4

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Name: RENEE BLOTSKE

Organization/Affiliation: WSMR

Address: * _____

City, State, Zip Code: _____

Comments: Why are you NOT DOING A public hearing

in Las Cruces NM

NP-4

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David Martin, Air Force Contractor
HQ AETC/A7CPP
266 F. Street West, Bldg 901
Randolph AFB, TX 78150-4319

1592 HO

February 10th 2012

Dear Mr. Martin:

Thank you for the opportunity to comment on the F-35A Training Base Draft (EIS) At Holloman AFB, Alamogordo, NM.

This region, which includes Fort Bliss, Texas, White Sands Missile Range and Holloman Air Force Base has since World War II until the present time, provided the best testing and training installations in the world. The Secretary of Defense has also indicated the status a number one value installation.

The availability of the vast air space at a very close range and the ease that this area can be utilized by all of the aircraft that must enter the area to train and operate in, must be more fully explored and entered in the final EIS.

There are no encroachment issues at Holloman Air Force Base. It is located in an area away from any populated area that might be affected by noise of take off or afterburner operation. This should be more defined and expressed in the final EIS.

LU-2

Other military missions that are under consideration must be a major concern to be able to interface with the Army, Navy and civilian testing that can be integrated with the F-35 training mission. None of this cost saving to the military is addressed in the EIS. None of these opportunities are available at the other locations and this should also be noted in the final EIS.

DO-10

Economically, the placement of the 72 plane training mission at Holloman Air Force Base, would be a sound investment for the U.S Air Force. Construction figures that are in the preliminary EIS are in need of revision because of the construction already completed or is in process for the F-16 move during this year. The final EIS should show a large decrease in construction requirements.

DO-11

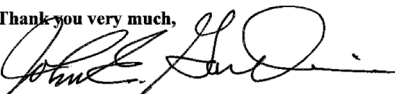
The final EIS should also include figures that would include the savings that can be realized by using the local area contractors that will be finishing the massive expansion of Fort Bliss and White Sands Missile Range during the time of placement of the F-35 aircraft is anticipated. These area contractors are already certified for this area and no environmental or economic issues would arise.

SO-5

The Alamogordo community has always been and will continue to be very supportive of Holloman Air Force Base and the missions that are assigned there. The base is an integral part of our community socially and economically.

GE-3

Thank you very much,


4 John E. Gardiner

1593 LU

From: Jerry Lee [REDACTED]
Sent: Monday, February 20, 2012 7:13 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: A No Vote on F35s at Luke AFB

The Peoria Republic has overwhelming printed only supportive residents for the F35s at Luke. I want to register a nay vote.

GE-4

Why?

- 1) Noise
- 2) Health
- 3) Safety

NO-1

NO-6

SA-4

1) We were blasted by the trial runs of the F35s. They seem at least 4-8 times louder than the F16s. We live in Trilogy at Vistancia which is north of Happy Valley and west of Lake Pleasant on the edge of the desert. I don't know if the flight paths are intentionally over us but hearing that jet noise at 11:52 pm when we are fast asleep is not conducive to 2) good health. It is not momentary. It is a long time coming and a long time going. And soooo loud. It is earth shaking and ear-drum splitting at the nearby Falcon Golf Course. Sound of freedom indeed.

NO-3

3) The base was placed here when this was a rural desert. Now it is in the middle of many developments.

SA-4

Besides the noise, it poses a threat to households in case of a downed jet. I know it is infrequent but still....

There is the issue of employment which is driving this. But why not move the whole base to the middle of a rural desert in Arizona? I know it would be costly but the facilities being 71 years old must need to be updated. The noise and safety issue would be alleviated. There are miles of desert between Phoenix and Tucson that would fit the bill. And that would increase commerce in AZ with all the companies who would want to build nearby. And for Maricopa County, the government could sell the land to developers who are encroaching on the base as time goes by. And currently it is sad for the poor unwitting homeowners who buy a home nearby. So I am thoroughly in the 'no' camp.

GE-1

GE-4

Gerald W. Lee
[REDACTED]
[REDACTED]
[REDACTED]

Final
June 2012

1595 LU

From: Jackie Dohring [REDACTED]
Sent: Thursday, February 23, 2012 1:16 PM
To: ;
Subject:

I lived here in S.V. in the early '80s & was a realtor. I must have been the only realtor who opposed the expansion of the runway at Libby AAF so that bigger (and noisier planes) could land there. I cherished the smaller & quieter town (city.)

Now, that we are at war and need pilot training, I am all for anything that will help our country even though I'm not crazy about the noise, I am willing to endure it. I live in the Town & Country area. If I lived nearer the runway, my opinion may be more negative.

GE-3

Sincerely,

J. Dohring
Sierra Vista, AZ

1594 LU

From: Jim Crowder [REDACTED]
Sent: Sunday, February 19, 2012 2:57 PM
To: AETC/A7P Workflow
Subject: We Support Luke

There are times when the sound of fighters overhead will interrupt our conversations, but the thrill of seeing a two-ship joining up in a graceful arc in a blue Arizona sky more than compensates for the small inconvenience. More important is the knowledge that these fine young airmen are training for their vital mission of protecting our freedom in this very uncertain world. My wife and I support and welcome the F-35A program at Luke and look forward to seeing the F-35A in the skies above Sun City Grand. Our thanks to all of the airmen for their service.

GE-3

Beth and Jim Crowder

[REDACTED]

[REDACTED]

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1596 TU

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Name: Forrest Hanover

Organization/Affiliation: Forrest City

Address*: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I Am in full support of the F-35 coming to Tucson

GE-3

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1597 TU

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Name: James Gaulin

Organization/Affiliation: [REDACTED]

Address*: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I Fully Support the military bringing the F-35 to Tucson, AZ.

GE-3

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1598 TU

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Name: OK Kiki
Organization/Affiliation: _____
Address: * _____
City, State, Zip Code: _____
Comments: _____

I fully support the F35 program
being based at Tucson International
Airport.

GE-3

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1599 TU

From: _____
Sent: Saturday, February 18, 2012 1:05 AM
To: AETC/A7P Workflow
Subject: Tucson over flights

The planes proposed are not compatible with residential restrictions.

I oppose the use of Tucson International Airport as a military base/landing field.

Thank you
JMRobinson

NO-37

GE-4

Final
June 2012

1600 TU

From: jack hartmann [REDACTED]
 Sent: Tuesday, February 21, 2012 3:45 PM
 To: AETC/A7P Workflow
 Subject: Tucson ANG F-35

Dear Sirs:

My name is Jack Hartmann and I was an instructor at the Tucson ANG for ~20 years. When I was promoted to O-6 and went to HDQ Ariz ANG, I helped Williams AFB try to avoid being shut down. We used the same argument you plan to use: Airspace, WEATHER, local support, etc.

We lost the fight to Columbus AFB, Mississippi because they PROVED that Columbus uses LESS FLYING time to graduate a student. Why is that? The Willy 4 MOA was ~ 60 NM away and student had to spend all that time to get out there. They completely ignored the fact that Columbus AFB has dogs**† weather and several "traffic pattern" sorties were counters!!!

I bring this up because you need to compare Luke AFB with Tucson International as far as AIRSPACE is concerned. The JACKAL/OUTLAW/RUSTLER MOA is much closer to Tucson than Luke and LARGE enough to accomodate BVR Air-to-Air sorties. BTW my call sign used to be "JACKAL" and I convinced the FAA that Tucson deserved the airspace. There are NO commercial aircraft

GE-3

1600 TU

that need to go thru this MOA. They are blocked by White Sands. BTW I flew for TWA for 31 years. In comparison, look around the Gladden MOA by Luke. It's right in the way of arrivals and departures from LAX and PHX. The FAA would LOVE to use this airspace! Also check mileage from Luke or Tucson to the SELLS MOA.

GE-3
cont'd

Boise and Holloman are out of the running due to bad Wx at Boise and lack of the Goldwater ranges for both.

Regards,

Jack Hartmann

Col. USAF, Ret


Would like to discuss this further - call me at [REDACTED]
 [REDACTED]

1602 TU

From: F.C. Scruggs [REDACTED]
Sent: Thursday, February 23, 2012 5:40 PM
To: AETC/A7P Workflow
Subject: Support

Frank & Ginger Scruggs
Sierra Vista, AZ

GE-3

 More on Tucson's Economy...

Southern Arizona also accounts for 2.3 percent of the entire U.S. Aerospace Product and Parts Manufacturing industry. It offers one of the highest concentrations of aerospace-defense workers in the country; one in five jobs in the region is tied to the sector. Aviation and aerospace technology is one of Southern Arizona's most substantial economic pillars.

- Tucson International Airport is an economic engine, with an estimated 17,000 people employed in the vicinity of the airport, generating a payroll of \$800 million. At least another 10,000 people work in the area around the airport. With over 8,000 acres of property, Tucson International Airport is also one of the largest landowners in the area. Employers at Tucson International Airport account for over \$3.5 billion in economic impact to Southern Arizona.

1603 LU

From: [REDACTED]
Sent: Saturday, February 18, 2012 11:59 AM
To: AETC/A7P Workflow
Subject: Support of F-35A's at Luke

Luke AFB has always been a wonderful neighbor to the West Valley. Besides the economic benefits, Luke has always supported and led volunteer efforts for the West Valley communities. Based on their military record of training pilots, they have demonstrated that they are a vital piece of the Air Force history.] **GE-3**

My wife and I vote to keep Luke as a place for pilot training of the F35A's.

John and Jill Brady
[REDACTED]

1604 LU

From: [REDACTED]
Sent: Saturday, February 18, 2012 12:56 PM
To: AETC/A7P Workflow
Subject: Support for Luke and the F-35A

We are in full support of Luke AFB and would certainly enjoy having the new F-35A based at Luke.] **GE-3**

Walt & Jane Schaible
Sun City West, AZ.

1606 BO

From: LW Munson [REDACTED]
Sent: Thursday, March 01, 2012 2:46 PM
To: AETC/A7P Workflow
Subject: support for F-35 fighter jet at Gowen Field

I strongly support the placement of F-35 fighter jets at Gowen Field in Boise, Idaho. I would also support housing them at Mountain Home Air Force base as well. Either or both - they will contribute to the economy of this area and are part of the defense force for this great nation. We need them and want them here. Thank you, Lynn Munson

GE-3

GE-12

1605 BO

From: Vicky Stroup [REDACTED]
Sent: Thursday, March 01, 2012 11:18 AM
To: AETC/A7P Workflow
Subject: support for f-35 in boise

dear sirs, i would like to show my support to have the F-35 stationed in boise.

GE-3

clyde stroup

1608 HO

From: Michael "Ike" Levy [REDACTED]
Sent: Wednesday, February 22, 2012 4:18 PM
To: AETC/A7P Workflow
Subject: Stop F-35 in New Mexico

We do not want the F-35 Bomber or any more war games in New Mexico. [REDACTED] GE-4
Please abandon this criminal pursuit.

Cheers,
Michael 'Ike' Levy

1607 XX

From: Terry Connors [REDACTED]
Sent: Wednesday, February 22, 2012 8:02 AM
To: AETC/A7P Workflow
Subject: support for F35's [REDACTED] GE-3

1610 BO

From: CHARLES O CHILDERS [REDACTED]
Sent: Thursday, March 01, 2012 3:56 PM
To: AETC/A7P Workflow
Subject: re:F-35-A basing

I'm U.S. Air Force retired, and spent my entire career in the close proximity to the B-47-E and B-52-B, G, H aircraft.
 I retired as an E-7 Master Radar Technician.

My family and I have lived on and near military bases and none of my family have any neurological or physical defects as a result of noise generated by jet aircraft taking off.

When I attended the EIS briefing in Boise on February 28, 2012, I thought it was very informative and straight forward, however there was a very few of us, and in the minority that thought this basing was beneficial. There was fewer than ten of us that agreed with the plan.

I sat and listened to thirty-five or more that thought the plan was a disaster, on thinking back about the meeting the majority was blinded by their greatest worry of how it would affect their pocketbook! They professed to be patriots and have such regard for freedom but couldn't see that having a dedicated force with excellent training was guaranteeing that freedom!

I've talked with others that agree that the F-35-A would benefit this locale and surrounding areas. GE-3

Charles O. Childers
 U.S. Air Force. E-7 Retired

1609 BO

From: Bill English [REDACTED]
Sent: Monday, February 27, 2012 8:32 AM
To: AETC/A7P Workflow
Subject: Stay out of the Treasure Valley

U.S. Air Force:

Keep your jets out of the Treasure Valley! We don't need you here! The jobs you bring will be offset by the 10,000 lives you negatively impact. Test your jets somewhere out in the desert, or better yet, scrap them for the obsolete junk they are. Your living a toy soldier dream that has run it's course. If you think we'll stand by and let you drop pollution on our children without filing endless class action suits, think again. We'll sue you for the damage to our property values and lifestyle. Do not invade our Valley with your military presence! Go somewhere else. You're not welcome here!

GE-4

Bill Mack English

1611 LU

From: david smith [REDACTED]
Sent: Thursday, February 23, 2012 3:51 PM
To: AETC/A7P Workflow
Subject: re: F-35s in Tucson and sierra vista

Please bring them, we want them here.] **GE-3**

David L. Smith
 [REDACTED]

1612 LU

From: jiml [REDACTED]
Sent: Saturday, February 25, 2012 1:42 PM
To: AETC/A7P Workflow
Subject: RE: F-35s A Luke Air Force Base - EIS Comments/Proposal

From: jiml [REDACTED]
Sent: Monday, February 20, 2012 11:00 AM
To: 'aetca7cp.inbox@us.af.mil'
Subject: F-35s A Luke Air Force Base - EIS Comments/Proposal
Importance: High

To whom it may concern:

My wife and I attended the February 13, 2012 (Litchfield Park, AZ) public meeting regarding the deployment of F-35s at Luke Air Force Base and the environmental impact on the communities surrounding the base.

Although we are Massachusetts residents, we are considering moving to the Pebble Creek retirement community on a permanent basis. As you know, this community is quite close to Luke Air Force Base. However, the purchase of a home is directly related to the noise levels associated with the deployment of the F-35s.

While we were impressed with the show of support for the deployment of the F-35s, the most significant is that of **NOISE** levels emitted from the F-35s compared to the currently stationed F-16s. There seemed to be a variance in the range of decibel levels which, in our opinion, could be solved very simply. We urge the Air Force and all interested parties to agree to a **FLY-OVER** of F-35s on a designated date(s) at a specific time(s) so the communities affected can make an informed determination of the real environmental impact these aircraft will have on their lives. Of course, objective testers of DB levels would have to be agreed to in advance to mitigate any bias. Such an action will serve the best interests of all involved.] **GE-2**

We heard anecdotal information presented at this meeting but the impact of a live presentation is the best method to address what we see as a pivotal point on making the final decision for placement of these aircraft. Contrary to many commentators, the F-35s will go somewhere in our country so it isn't a question of patriotism or lack of support for the military (we are a proud military (USN) family); it is simply a question a question of the environmental impact on our lives. It appears that the noise issue is the major sticking point for a number of communities that are potential sites for F-35 deployment.

We urge you to resolve this issue by letting the communities affected actually hear for themselves the noise emissions from these aircraft. The cost benefits have to surely outweigh the potentially adverse and reactionary consequences, after the fact, of deployment.] **GE-2**

Thank you in advance for your consideration of this proposal.

Respectfully,

James M. Laham and Patricia M. Chernow
 [REDACTED]

Final
 June 2012

F-35A Training Basing Environmental Impact Statement

1613 LU

From: jiml [REDACTED]
Sent: Saturday, February 25, 2012 1:42 PM
To: AETC/A7P Workflow
Subject: RE: F-35s A Luke Air Force Base - EIS Comments/Proposal

From: jiml [REDACTED]
Sent: Monday, February 20, 2012 11:00 AM
To: 'aetca7cp.inbox@us.af.mil'
Subject: F-35s A Luke Air Force Base - EIS Comments/Proposal
Importance: High

To whom it may concern:

My wife and I attended the February 13, 2012 (Litchfield Park, AZ) public meeting regarding the deployment of F-35s at Luke Air Force Base and the environmental impact on the communities surrounding the base.

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While we were impressed with the show of support for the deployment of the F-35s, the most significant is that of **NOISE** levels emitted from the F-35s compared to the currently stationed F-16s. There seemed to be a variance in the range of decibel levels which, in our opinion, could be solved very simply. We urge the Air Force and all interested parties to agree to a **FLY-OVER** of F-35s on a designated date(s) at a specific time(s) so the communities affected can make an informed determination of the real environmental impact these aircraft will have on their lives. Of course, objective testers of DB levels would have to be agreed to in advance to mitigate any bias. Such an action will serve the best interests of all involved.

GE-2

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We urge you to resolve this issue by letting the communities affected actually hear for themselves the noise emissions from these aircraft. The cost benefits have to surely outweigh the potentially adverse and reactionary consequences, after the fact, of deployment.

GE-2

Thank you in advance for your consideration of this proposal.

Respectfully,

James M. Laham and Patricia M. Chernow

[REDACTED]

1614 LU

From: Mary Michels [REDACTED]
Sent: Saturday, February 18, 2012 2:31 PM
To: AETC/A7P Workflow
Subject: Re: F-35 Planes

Hello:

My husband and I know that The Valley of the Sun would lose more than we could handle. Luke is our largest financial help. Without it, we wouldn't be what we are today.

Besides, Luke means a place for our Air Warriors to become part of our defenses and our FREEDOM" Please, the noise is no problem. Like the trains passing through at night - one night you wake up scared. Next night you sleep right through the sounds.

GE-3

PLEASE, let us have LUKE HERE in Arizona.

Pete & Mary Michels
Sun City, Az.

Final
June 2012

1615 LU

From: Allan Penl [REDACTED]
Sent: Friday, February 17, 2012 2:21 PM
To: AETC/A7P Workflow
Subject: Public Hearing Comment

Please add the following comments to the official record of the hearing held on Wednesday, February 15, 2012 at Sun City, Arizona:

Name: Allan and Dottie Penl
 Organization/Affiliation: none
 Address: [REDACTED]
 City, State, ZIP code: [REDACTED]

Comments:

We live 11 miles NE of Luke AFB, exactly on a line extended from runway 03. Since 1995, we have heard significant noise during flight operations when landing on runway 21L or 21R, but we've noticed this only during our waking hours. We have become so accustomed to these operations that we are never awakened by them.

We fully support a decision to base F-35A training squadrons at Luke AFB and will be more than happy to deal with any increase in noise levels. GE-3

1616 BO

From: [REDACTED]
Sent: Saturday, February 18, 2012 6:09 PM
To: AETC/A7P Workflow
Subject: Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)

Name: Angie Mettie
 Organization: None (homeowner in the area)
 Address: [REDACTED]

Comments:

I am a homeowner in the area that will supposedly be affected by this new training base. GE-3

I am sure there will be much opposition to the new "noise" of this base. I would hope that Boise would be honored to have the F-35A training base here. As for our family, we will enjoy watching the planes across the sky and do not consider their noise a form of pollution to our area. I'm sure this training is very important for the protection of our country and should be welcomed. We are not a military family.

Thank you,

Angie Mettie
 Boise

1617 TU

From: McClure, Nancy @ Tucson
Sent: Wednesday, February 22, 2012 4:37 PM
To: AETC/A7P Workflow
Subject: Public comment on the F-35A in Tucson, AZ
Attachments: 20120222132554448.pdf

Mr. Martin and Ms. Fornof,

Attached are my comments on the proposal for the US Air Force to use Tucson, Arizona for the F-35A training grounds.

I am all for it and hope to get approval so it can become reality! **GE-3**

Sincerely,
Nancy A. McClure

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1617 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:
David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-6649
Email: aetca7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Nancy McClure
Organization/Affiliation: individual - resident of Tucson since 1961
Address: * [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I am a supporter of DMAFB and this new F-35 airplane coming to Tucson to use our base as a training facility. **GE-10**

Southern Arizona is proud to be an aerospace hub for such industries. Tucson is uniquely positioned to support the F-35A at the airport. Our airport provides the military special access and it makes a lot of sense that we utilize it for this F-35A! **GE-3**

We welcome the US Air Force to make this happen in Tucson, AZ

Please print - Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

Final
June 2012

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1618 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:
 David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetca7cp.inbox@us.af.mil

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Name: DEAN WINGERT
 Organization/Affiliation: _____
 Address*: _____
 City, State, Zip Code: _____
 Comments: _____

I AM WRITING TO EXPRESS MY FULL SUPPORT FOR THE F-35A TRAINING TO BE LOCATED AT TUCSON INTERNATIONAL AIRPORT. TUCSON HAS A LONG HISTORY OF SUPPORTING MILITARY AVIATION AND OFFERS TREMENDOUS ADVANTAGES, FACILITIES, AND COMMUNITY SUPPORT. PLEASE SELECT THE TUCSON INTERNATIONAL AIRPORT FOR THIS IMPORTANT MISSION. THANK YOU.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



1619 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

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- 2) Provide oral comments to the court reporter during the open house session or public hearing.
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 David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
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Name: Jim Miller
 Organization/Affiliation: _____
 Address*: _____
 City, State, Zip Code: _____

Comments: I support the F35 training program at Davis Monthan Air Base. I am very proud that Tucson has been selected as one of the finalists for consideration in the F35 training program. This program will bring more than jobs to Tucson and southern Arizona. It will bring in families and support facilities and community pride. Don't let the vocal minority push this off the table (once again).

I have lived in Tucson for 42 years. Tucson needs Davis Monthan Air Base and the air base needs to remain relevant in today's military. What could be more relevant than the F35 training mission? We have excellent flying conditions in Tucson, adequate flight safety zones (without encroaching development = minimal impact) and record levels of slow residential and commercial development right now. This is the time to support this mission request.

GE-10

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

1621 TU

From: Augusta Davis [REDACTED]
Sent: Tuesday, February 21, 2012 4:02 PM
To: AETC/A7P Workflow
Subject: proposed F-35 training program in Tucson

I am opposed to the new F-35 training program going forward in Tucson for the following reasons: [REDACTED] **GE-4**

The DEIS is premature. Basic information to analyze noise and safety concerns is not available. Significant information is simply missing. The Air Force has admitted that decision-making is hampered by lack of information. There has been no adequate analysis of effects not just on human beings in our metropolitan area but also biological assessments of the effect on sensitive wildlife species. Why on earth would the Air Force put this new program in Tucson and not in a rural area where negative effects would be at least mitigated by being in a remote area? [REDACTED] **NP-13**
[REDACTED] **B1-6**
[REDACTED] **GE-1**

Thank you.

Augusta Davis
[REDACTED]

1620 BO

From: Holly Green [REDACTED]
Sent: Thursday, March 01, 2012 11:47 AM
To: AETC/A7P Workflow
Subject: Proposed Pilot Training Center in Boise Id

Please bring this wonderful venture to Idaho. I have grown up her most of my life and have raised my children here. What a privilege to Idaho to be part of the training for these dedicated men and women who defend our rights and freedoms. What a wonderful center to have in Boise, this would be a boon to our economy and it would be wonderful to have this venture and these people as part of our community. The people who are complaining about noise should not have bought homes near the airport. What were they thinking? I am the proud mother of an Army soldier and daughter of an Air Force member. Please bring this to Idaho! Thank you for all you do for us. [REDACTED] **GE-3**

Thank You,
Holly Green
[REDACTED]

1623 BO

From: [REDACTED]
Sent: Thursday, March 01, 2012 12:01 PM
To: AETC/A7P Workflow
Subject: Pro F 35

I am all for bring the F 35's to Boise and Mt. Home Idaho. I live only 3/4 of a mile from the airport and I believe the noise would be worth it. GE-3

Thank You
Mike Stout

1622 BO

From: robert pitts [REDACTED]
Sent: Monday, February 27, 2012 11:11 AM
To: AETC/A7P Workflow
Subject: Proposed F-35 Aircraft at Gowen Field, boise

Dear Sir -

I hope you will drop the plan to base F-35 aircraft at Gowen Field in Boise. The capital city of our state is not the proper place to locate noise aircraft such as these. GE-1

Sincerely yours,

Robert Pitts

1624 BO

From: Jessica Paske [REDACTED]
Sent: Thursday, March 01, 2012 1:47 PM
To: AETC/A7P Workflow
Subject: Potential F-35 jets in southwest Idaho

In response to an article in the Idaho Statesman on 14 Feb, I would like to submit my input on the potential F-35A training center at Gowen Field and Mountain Home Air Force Base in Idaho.

I live in the flight path of the Boise airport & Gowen Field. All day long planes fly over my house. I can hear them. When fighter jets visit Gowen Field or Mountain Home they often also fly right over my house and they are definitely loud and noticable. It is a sound I love to hear. To me it is the sound of our country, our freedoms, the sacrifices our armed forces are making, and the sound brings a smile to my face. I have 2 small children and neither one wakes up when the planes fly by. I know a lot of people will complain about the noise but I think that they are being selfish. Even if the noise bothers you, think about the economy right now. So many people in this area are struggling to keep their homes and feed their families. These jets will create so many jobs. Are you really saying that it's more important that you don't hear a specific noise than it is for hundreds of people and their families to have good paying jobs so they can survive and keep this town alive?

GE-3

Right now the Idaho Air National Guard has A-10 jets. These quiet jets are old. There is a great potential that Gowen Field will lose their A-10 mission. Then what? Hundreds of people, including my husband, will lose their job if these planes go away and are not replaced with another mission. The F-35 is a much newer plane that will keep the Idaho Air Nat'l Guard alive. Something that is critical to the Boise area. If they shut down, many people will lose their homes, housing prices will drop, the economy will be impacted in an extremely negative way.

I hope that the Idaho Air National Guard receives this mission. I would love to hear the sounds of the jets and know that jobs are being created and secured in the town I love so much.

Thank you for your time,
Jessica Paske
[REDACTED]

1625 BO

From: sharon mitchell [REDACTED]
Sent: Monday, February 27, 2012 2:01 PM
To: AETC/A7P Workflow
Subject: please no F-35As

Dear Sir: Thank you for your service for our country. We live in Boise and are senior citizens' . Please do not bring the F-35As' to Gowen Field, our property and daily lives will be adversely effected. Warm Regards, Rex and Sharon Mitchell
[REDACTED]

GE-4

Final
June 2012

1626 LU

From: Patricia Lutz [REDACTED]
Sent: Tuesday, February 21, 2012 10:33 AM
To: AETC/A7P Workflow
Subject: planes

Every time I see a plane I think "Thank you!!!" The jets were here before me and, hopefully, will be hear after I am gone. Patricia Lutz Peoria

GE-3

1627 BO

From: Bill English [REDACTED]
Sent: Monday, February 27, 2012 8:25 AM
To: AETC/A7P Workflow
Subject: <no subject>

Flyboys:

I will personally help launch a class action suit against the Air Force for destroying my property values and lifestyle if you bring your nightmare jets to the Treasure Valley. You're not wanted here. Stay out of Boise and take your toys somewhere else.

GE-14

Bill Mack English
Journalist and troublemaker

1629 HO

From: Ross Ulibarri [REDACTED]
Sent: Monday, February 20, 2012 12:29 PM
To: AETC/A7P Workflow
Cc: Kristin Ulibarri
Subject: No F-35 pilot training in NM

Holloman Air Force Base near Alamogordo is currently a candidate to train pilots of friendly foreign countries, as well as U.S. pilots, to fly the loud F-35 bomber. Other candidates are Air Guard Stations in Boise, Idaho, and Tucson, AZ, both connected to commercial airports, as well as Luke AF Base, also in AZ.

If Holloman wins the new mission, its current available practice air space is approximately 130 x 120 miles or 15,600 square miles. At its maximum speed of Mach 1.6 (equivalent to the speed of sound—expect sonic booms!), an F-35 could cross 130 miles in 6½ minutes! Wouldn't Holloman soon be joining Cannon AF Base in claiming it needs the skies of the proposed 94,000 square miles of northern NM airspace connected to southern CO airspace to practice in?

PLEASE DO NOT SUBJECT THE PEOPLE AND WILDLIFE OF NORTHERN NEW MEXICO TO MORE THREATS OF DISTURBANCE AND NOISE POLLUTION. WE DO NOT NEED MORE BOMBERS FLYING OVERS!!!

Respectfully, Kristin Ulibarri, El Prado NM

1628 TU

From: Linda Abrams [REDACTED]
Sent: Tuesday, February 21, 2012 2:03 PM
To: AETC/A7P Workflow
Subject: noisy air planes

Please do NOT subject our city to more noise. The noise is already way too much, especially on the beautiful days when we want to be outside.

I have lived here 40 years and have never gotten "used to" the risks and negative effects of the Air Force planes.

I question the sound measurements and how the so called studies judge the impact on the quality of life of our citizens.

My vote would be to shut down this base if it has continued test flights over such heavily populated areas.

Thank you for reading my viewpoint.

Sincerely,

Linda K Abrams
 [REDACTED]

1630 BO

From: JOANN GUINN Owner [REDACTED]
Sent: Monday, February 27, 2012 4:37 PM
To: AETC/A7P Workflow
Subject: NO F35A's at Gowen Field

PLEASE DO NOT locate the F35A's at Gowen Field. Our quiet, some semblance of sanity, home values, hearing, and focus for school children in their path is at stake. It's an impressive list of reasons why NOT to bring them to Boise...you do have quality viable reasons to go elsewhere.

Ask yourself if you would want to have that noise flying over "your home." I can't imagine you honestly would. **GE-1**

Thank you, an east Boise resident, age 76, who cannot afford any (more) lowering of my home value AND who values my hearing.

Jo Ann

1631 BO

From: Paul Sieger [REDACTED]
Sent: Tuesday, February 28, 2012 3:52 AM
To: AETC/A7P Workflow
Subject: My F-35A Comment

I am sure the F-35A fighter jets will be a big benefit to any city and community it calls home base like Boise. I would think Boise would be the most affordable place for the base and for all its personnel to live. The great state, city and community support it would have. It's wonderful communities and year round activities Boise has to offer all the personal. My suggestion is a test run before you call Gowen Field the home of the F35As. Temporary bring in some F-35s for a few weeks or a month and show the community how quiet these F-35A can be and end any misconceptions of the F-35As. let pilots do their routines as they might do if they where base at Gowen Field and allow for community feedback during this time they are at Gowen Field. Make any adjustments to aircraft and fight times during this time as well to make the community happy. I think this is the only way to truly show the community about these F-35s and how they can be a great part of the local community in a agreeable way. Once all the adjustments have been agreed to and the community votes to make Gowen Field the new home of the F-35A training base. Then you can start to build the new base at Gowen Field and bring a lot new jobs to the community. Everyone will be a winner this way.

GE-3

GE-2

Paul Sieger

1632 LU

From: DON AND DOROTHY MCCORMICK [REDACTED]
Sent: Monday, February 20, 2012 12:13 PM
To: AETC/A7P Workflow; comments@azcentral.com
Subject: LUKE AIR FORCE BASE/F-35A

I would like to add my 2 cents!! We are snowbirds from PA and live close to the Pittsburgh Int'l Airport. When they are flying "the Eastern Pattern," airplanes are taking off over our home --- sometimes starting as early as 5:30 a.m. and as late as 11 p.m.

Critics of the F-35A may not like any noise created but as many have said, "It is the voice of Freedom!!!" Any noise that could be caused by the F-35A would not be as constant as the noise we get when the planes fly over our home in Pittsburgh. When the planes in Pittsburgh are flying the eastern pattern, most of the time, they are coming over 1-3 minutes apart. **GE-3**

Be glad we have an opportunity to have the F-35A, it will create jobs and boost the economy, not only in the Valley, but in Arizona.

Don McCormick
Surprise AZ

1633 LU

From: Betty Massey-Moore [REDACTED]
Sent: Monday, February 20, 2012 12:32 PM
To: AETC/A7P Workflow
Subject: Luke AFB

We must keep Luke! It is a tremendous boost to the Valley's economy, great for retirees benefits & our Nation's security. Keep 'em flying! **GE-3**

B Moore

1634 LU

From: Dan Cook [REDACTED]
Sent: Sunday, February 19, 2012 3:15 PM
To: AETC/A7P Workflow
Subject: Luke AFB Nest of the F-35A Warbirds

David and Kim: Bring on the roar, bring on the noise. The Base is ready and waiting to receive a new crop of Birds. I was on a committee for the cleanup of environmental concerns several years ago. Everything any one could think of was re-mediated even to the lead shot a the shooting range that had sunk into the ground over the years. So from the ground up, the base is ready. Get the needed building under contract and construction. Let's make the new Birds feel welcome in Arizona.

GE-3

Dan Cook
[REDACTED]
LOVE YOUR LIBRARY

1635 LU

From: Lynn Gile [REDACTED]
Sent: Wednesday, February 22, 2012 2:25 PM
To: AETC/A7P Workflow
Subject: Luke AFB and the F-35A

The F-35A will be great for Luke AFB and great for Arizona.

Those that don't want the inconvenience of noise etc, should just move out of the area. I was raised in an Air Force family. We lived on bases throughout the world and the noise factor was not an issue, but a welcome sign of our Air Force at work.

GE-3

L. Gile
Avondale.

1637 BO

From: Larry Jantz [REDACTED]
Sent: Thursday, March 01, 2012 10:58 AM
To: AETC/A7P Workflow
Subject: Jets to Boise

Yes, bring those F-35's to Boise. We need the added economy and what an honor for the city and community to host the aircraft and all the personnel.

There is opposition mostly from those that live in the airport area but the strong fact still remains the airport and Gowen Field were there first. We all face daily choices and for those who chose to live in that area should understand that was choice to move. By the way we live 7 minutes from the airport and see and hear all types of aircraft daily.

Bring them on!

Regards,

Larry Jantz
 [REDACTED]

Should the F-35 come to Gowen?
 Mail, fax or email comments to: David Martin, Air Force contractor, and Kim Fornof,
 HQ AETC/A7CPP,
 266 F St. W., Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: (210) 652-5649
 Email: aetc.a7cp.inbox@us.af.mil
 Read more here: <http://www.idahostatesman.com/2012/03/01/2015704/a-flap-over-the-f-35.html#storylink=cpy>

1636 LU

From: [REDACTED]
Sent: Saturday, February 18, 2012 10:45 AM
To: AETC/A7P Workflow
Subject: Keep Luke alive and well

I am a 81 year old Army veteran who served in Korea in 1951-52. I loved the sounds of the 80 series fighters flying over head then and still love them today after 20 years here in Sun City West. I suspect that only a few old people, who just look for something to complain about, would vote against the F-35 training at the base. You certainly have my vote for the continuance of all that training. Robert S. Bailey [REDACTED]

1638 TU

From: Elizabeth Hunt [REDACTED]
Sent: Tuesday, February 28, 2012 11:07 AM
To: AETC/A7P Workflow
Subject: In Favor /Support of F-35 in Southern AZ

I am in total support of the F-35 being based out of Tucson International Airport Air Guard Station, AZ. I believe the positive impact far out weights the negative impact to this city! Military aircraft roaring overhead is freedom to my ears! Elizabeth A. Hunt

[REDACTED]
 Southeast Sector of Tucson

GE-3

1639 BO

From: Deborah Simonds [REDACTED]
Sent: Thursday, March 01, 2012 1:12 PM
To: AETC/A7P Workflow
Subject: Idaho

February 29, 2012

Dear Air Force,

I am as patriotic as they come. My father and brothers all served in the Army. (World War 2 and Viet Nam). I find myself in conflict in my opposition to the notion of allowing the 72 F-35A aircraft to be located at Gowen Field here in Boise. I am shocked that it would ever be proposed or considered. There are plenty of Military installations that are NOT located near major cities like Boise. I have numerous grievances with respect to this proposal.

GE-1

First, I am a health care professional. With our valley succumbing to inversions on a regular basis, I don't want more air pollution. Second, I live with my husband who is hearing impaired. I don't want other people to have to unnecessarily live with a person who is hearing impaired, if it is at all preventable. It is sheer torture for my husband, and it is frustrating for our family. Why would anyone buy into more noise, especially since the F-35A's are four times as loud as existing F-15's? Third, are you even aware of all the schools, businesses, recreational venues and people that would be affected? My newborn granddaughter lives in Columbia Village. I am angry that you are not considering her health and the health of her ears. Fourth, how would it feel for you to be at the Idaho Shakespeare Theatre and not be able to hear the performance?

AQ-1

NO-6

SO-18

EJ-2

LU-3

Shame on you for your ignorance and arrogance of all of these factors. Shame on you for not considering the 'Not Suitable for Residential Use' designation this would give. This is based on your own Environmental Impact Statement.

SO-1

I urge you to do more work to come up with a more viable and healthful option.

Sincerely,

Deborah David-Simonds

[REDACTED]

Final
 June 2012

1641 BO

From: Kirk Miller [REDACTED]
Sent: Monday, February 27, 2012 9:51 AM
To: AETC/A7P Workflow
Subject: Gowen Field

Hello,
I have a home adjacent to Gowen Field. What does it mean if my home is reclassified as "not suitable for residential use"? If it means that I will not be able to sell my home if the noise is too loud then I would ask you to please reconsider putting the F-35's at Gowen.
Thank you for your consideration,
Kirk

SO-1

1640 HO

From: Susan Blevins [REDACTED]
Sent: Sunday, February 19, 2012 11:40 AM
To: AETC/A7P Workflow
Subject: Holloman Air Force Base

I just wish to register my intense indignation at the prospect of F-35s whizzing across New Mexico's skies while the foreign pilots learn how to fly them. The implications are too many for it to be considered seriously. Sound pollution, exhaust pollution, distress to all the animals and human being under the flight paths, and much more. All good reasons to scrap this project at once and leave Northern New Mexico in peace. That is why people have moved there in the first place.

PN-4
NO-1
AQ-1
BI-5

Sincerely,
Susan P. Blevins

1642 LU

From: Gail Hanson [REDACTED]
Sent: Saturday, February 18, 2012 4:14 PM
To: AETC/A7P Workflow
Subject: Fwd: New Planes for LUKE AFB

----- Forwarded message -----

From: Gail Hanson [REDACTED]
Date: Sat, Feb 18, 2012 at 2:12 PM
Subject: New Planes for LUKE AFB
To: aetc.a7cp.inbox@usaf.mil

Saw the article in the paper and thought I'd add to the comments about the need for this plane to come to Arizona.

I worked at Williams AFB until it was closed and that was a loss to the community and the State of Arizona. So much of the data that was used to close the base was so flawed, it just didn't make any sense at all. But most everyone that worked there was sure that it would be closed. When politics comes in to play there are only a few winners! And unfortunately, Arizona wasn't one of them. Let's hope this isn't the case this time.

Arizona has perfect weather, space and so many other elements that would make it the perfect place; but again, that would make sense and I'm not too sure how much sense is being used in Washington right now. GE-3

My husband is retired Air Force and I worked for the Air Force, at both Andrews AFB and Williams here in Arizona.

PLEASE, bring the planes to Luke AFB! GE-3

Sincerely,

Gail M. Hanson

1643 BO

From: Andrew Potter [REDACTED]
Sent: Thursday, March 01, 2012 11:34 PM
To: AETC/A7P Workflow
Subject: Fwd: Keep the F-35's out of Idaho!!!

----- Forwarded message -----

From: Andrew Potter [REDACTED]
Date: Thu, Mar 1, 2012 at 9:28 PM
Subject: Keep the F-35's out of Idaho!!!
To: aetc.a7cp.inbox@usaf.mil

To: David Martin, Air Force Contractor and Kim Fornof HA AETC/A7CPP

I believe we went through this exercise 2 years ago. It was a waste of time and money then and even more of a waste of time and money now. The U.S. Government, U.S. Air Force, Idaho Congressmen, Idaho Governor, Members of the Idaho Legislature, the Mayor of Boise and the County Commissioners have all lied to the residents of the City of Boise, residents of Ada County and residents of Canyon County about the impact of bringing the F-35's would cause. They tell us that they really don't know how loud these planes would be. What a crock, because they do know. There has been documents published on the noise levels. These people have their own agenda and no concern for the residents mentioned here.

It has been documented that the F-35's would make 10,000 homes between East Boise and Meridian unfit to live in. The noise alone would cause so much damage to the Boise Valley that it would never recover. The Pollution caused by the continuous take offs and landings would push the Environmental Protection Agency to have a red zone warning many days each year. The Air quality is marginal now, many times during the year, and this would push it over the top. Family's wouldn't be able to have normal conversations inside or out of their homes. Schools would be unfit for students to learn due to noise interrupting classes. The Shakespeare Festival would have to cease operations due to the noise during performances. Thousands of youth would be unable to compete in games at the Simplot Fields due to constant interruptions. SO-1
 Residents health would be adversely affected. A very steep price to pay for a metro area like Boise. Property values would go down significantly and trust me on this one, a class action lawsuit would be filed and cost taxpayers, the U.S. Government and U.S. Air Force millions of dollars. What about the cost of tourist dollars? That will be huge as who wants to come to a noise infested area. AQ-1
 Let it be understood that we don't want the F-35's in the Boise Valley or even Idaho. Take the noisy, pollution causing, residential damaging planes somewhere else and let the people of Idaho alone to enjoy the pristine environment we have now. NO-3
 The general public doesn't want the noise, pollution and military people that this F-35 deployment will bring to Idaho. EJ-2
LU-3
NO-6
SO-1
GE-14
SO-18
GE-1

The politicians who lie and cheat to try to get their coffers lined with campaign money are the only ones who want the F-35's here. If any of them had to live 24/7 in a home in this area, they would change their minds very quickly and say no, we don't want them here either.

Again, if you bring these planes to Boise, we will file a lawsuit against the U.S. Government and U.S. Air Force. That is a promise! Leave us alone and have the courtesy to tell Idaho residents that the Air Force will not bring the F-35's to Idaho. EVER!!!! GE-14

Andrew M. Potter
 Boise, Idaho [REDACTED]
 Please provide a response that this was received. Thank you.

Final
June 2012

1645 TU

From: Dan Lyons [REDACTED]
Sent: Friday, February 17, 2012 4:54 PM
To: AETC/A7P Workflow
Subject: FREEDOM [the sound of]

Get the planes in Tucson---A VET---and a native of Tucson --- Dan J. Lyons [REDACTED]

GE-3

1644 TU

From: Gary Rosoff [REDACTED]
Sent: Sunday, February 26, 2012 1:03 PM
To: AETC/A7P Workflow
Subject: from Robin and Gary Rosoff

We are opposed to the F35A training that is proposed for the Tucson International Airport. We have not been able to attend your meetings, however, we are going on record in opposition. The planes would fly directly over our neighborhood in Sam Hughes, causing major health risks to an aging population. A lot of these homes are owned by older people who would suffer elevated blood pressure and stress because of the noise the planes would make. It can also hurt the hearing of the younger students who live in the neighborhood, and the children who attend the Sam Hughes School. It is not worth the number of jobs that the program would create because, as we all know, jobs can disappear due to advanced robotics and other technological innovations.

GE-4

NO-6

EJ-2

Robin and Gary Rosoff
[REDACTED]

1646 XX

From: George Reading [REDACTED]
Sent: Monday, February 20, 2012 10:45 AM
To: AETC/A7P Workflow
Subject: Flights

Dear Sirs,

We object to the proposed plan to train foreign and US pilots in the southwest. [PN-4]

Margery and George Reading

1647 BO

From: Monica Trivette [REDACTED]
Sent: Wednesday, February 29, 2012 12:20 AM
To: AETC/A7P Workflow
Subject: Flight Path

To Whom It May Concern,

I beg you to not bring the F-35's to Boise, Idaho. I live near the airport and already the F-15's are too loud. It interrupts my child's sleep and in the summertime I can never open my windows because they are so loud. With the housing market being what it is already I'm afraid my house will be worth nothing as soon as it is in the path of these new jets. Mountain Home is an Airforce base that would be a great place to fly the jets. Why not use the military base there where there is a small amount of people who would be effected. Please for my child's sake and for our family and neighborhood...please just take them some place else.
Monica Trivette

[GE-4
NO-8
NO-3
SO-1]

1649 LU

From: Dave Perry [REDACTED]
Sent: Thursday, February 23, 2012 12:07 PM
To: AETC/A7P Workflow
Subject: F - 35 A Basing

There have been numerous proposals by the Tucson ANG to base the F – 35A at Tucson International Airport. While the ANG has performed magnificently in its role of F – 16 instruction, it is not the ideal location for the newer, noisier F – 35. Luke AFB has traditionally been the location of choice for most of our tactical fighter training and is the most logical beddown for the F – 35. While recognizing the growth that has taken place around Luke, it should be explained to the developers in that area that further encroachment on Luke's flight patterns will not be tolerated. The alternative would be to shut the base down completely. A situation, I am sure, that would face enormous political and economical opposition. GE-4

Good Luck,

Sincerely,

David L. Perry
Lt Col. USAF (RET)

1648 LU

From: John and Sally Nuernberg [REDACTED]
Sent: Friday, February 17, 2012 4:39 PM
To: AETC/A7P Workflow
Subject: Feedback Regarding F-35

Good Day!

I would like to express a few thoughts and my conclusion regarding the issue of F-35 jets being brought to Luke Air Force Base.

I am a dreamer to think that the world, and the US, should be able to resolve our differences without military means. This does not apply, it seems, to a lot of other countries who do a lot of saber rattling and terrorists who pick on anyone. In an ideal world, we should not even be talking about military hardware expenses, rather, applying the money to other more beneficial needs for the citizens of the US. GE-13

I am also a realist in knowing this will not happen in my lifetime, my kids, and probably even my grandkids lifetimes. As long as our country sees the need for the continuation or increase of our military industrial complex, the F-35 jets will be at an Air Force base someplace in the country. It may as well be Luke AFB. The community has become dependent on the revenue and jobs the base provides to the area. Without the F-35, Luke would not be the same nor would the communities surrounding it. GE-3

To that end, my conclusion is a qualified YES; the F-35 jets need to be brought to Luke AFB for training purposes.

Sincerely,

John Nuernberg
[REDACTED]

1650 BO

From: Aaron Hutchings [REDACTED]
Sent: Tuesday, February 28, 2012 10:47 PM
To: AETC/A7P Workflow
Subject: F -35A Training Basing (EIS) - Gowen Field

Recently I met some people who just moved to Boise. They had no ties to this area at all. How they ended up here was from researching the best places to live in America. Boise was on several top 10 places to live. They have only been in Boise for a couple of months now and they have even heard of the F-35s coming and are very concerned. I live in Columbia Village which has one of the largest home owners association in the state of Idaho. My family and I love the area but if the F-35s come then we will seriously contemplate moving to another area of Boise, which may still be affected by the F-35s. I really don't want to move just because of jet noise ruining the quality of life in our area. Boise is one of the best places to live and I want to keep it that way. [REDACTED] NO-36
[REDACTED] GE-4

Aaron Hutchings

1651 LU

From: [REDACTED]
Sent: Sunday, February 19, 2012 2:49 PM
To: AETC/A7P Workflow
Subject: F 35's

We are proud winter residents of Arizona and love the overhead noise of the training pilots. We support the addition of the F 35's being headquartered in the valley at Luke. We also need the support of the economy. [REDACTED] GE-3

My 1st cousin, "Chic" Charles F. Burlingame, Jr. pilot trained at Luke Air force base! He lost his life on September 11, 2001 as Captain of Flight 77 that terrorist's commandeered in to the Pentagon. Our family loss is still great....

Evy Heath
[REDACTED]

1653 BO

From: Bill Logsdon [REDACTED]
Sent: Thursday, March 01, 2012 11:12 AM
To: AETC/A7P Workflow
Subject: F-35's

Yes!! The F-35's noise is the sound of freedom. Most of us here in Boise are in favor of basing them at Gowen Field. We vote YES for the F-35's. [REDACTED] GE-3

Bill & Susan Logsdon
Boise, Idaho

1652 LU

From: DON ANNE REX [REDACTED]
Sent: Thursday, March 01, 2012 3:05 PM
To: AETC/A7P Workflow
Cc: [REDACTED]
Subject: F 35 in Boise

I lived near the Boise airport for 10 years and never was bothered by the military jets. Sure they make noise, but only for a few seconds and then they are gone. It is worth it to know they are protecting us. The sound always gives me a rush of patriotism and I think it is good for every American to be willing to tolerate a few seconds for the good of America. I would welcome the F35 here in Boise. I hope the Idaho Statesman will publish a picture on the front page tomorrow showing someone who supports the project. Don Rex [REDACTED] GE-3

1654 LU

From: Ginger Bruce [REDACTED]
Sent: Friday, February 17, 2012 1:59 PM
To: AETC/A7P Workflow
Subject: F-35's

I support the military in bringing the F-35 Joint Strike Fighters to Luke Air Force Base. [REDACTED] **GE-3**

"Bring em on"!

Sincerely,

Ginger Bruce
[REDACTED]

1655 BO

From: Lodal, John [REDACTED]
Sent: Monday, February 27, 2012 9:27 AM
To: AETC/A7P Workflow
Subject: F-35s to be based away from metro areas

Good morning.

My name is John Lodal and I am a resident of Boise, Idaho. The intent of this letter is to share with you my strong convictions that the F-35 fighter jet is an important component of our nation's air security aircraft. The performance of this jet enables the United States to maintain air superiority anywhere. Similarly the audible performance of this jet defines that it be stationed away from metro areas like Boise. I believe that stationing these jets at Mountain Home AFB is a good fit. Stationing them at Gowen Field in Boise is a poor fit and a bad idea for the quality of life of thousands of Treasure Valley residents. I respectfully request that you to put a much higher priority on considering MHAFB than on Gowen Field for this deployment.

GE-1
GE-12
NO-36

Regards,

John Lodal
[REDACTED]

<div>1656 BO</div> <div><div><div>From: E Cronin [REDACTED]</div><div>Sent: Thursday, March 01, 2012 5:06 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35's in Boise</div></div><div><p>The thing that makes Boise so special and attractive for businesses, for families, for retirees is the excellent quality of life. The noise and pollution from the F-35's would ruin Boise's biggest selling point, never mind decimate our real estate values. Please consider more appropriate locations for these fighter jets.</p><p>Thank you, Eloise Cronin</p><div>[REDACTED]</div></div><div><div>NO-36</div><div>AQ-1</div><div>SO-1</div><div>GE-1</div></div></div>	<div>1657 LU</div> <div><div><div>From: Blake Smith [REDACTED]</div><div>Sent: Friday, February 24, 2012 6:30 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35s at Tucson and Sierra Vista.</div></div><div><p>Dear Sirs,</p><p>I am a former combat pilot in Viet Nam flying C-130s. Later I flew about the loudest plane in the inventory at that time. It was known as the Waterwagon. The KC-135 which was water injected for take off. We had to have training and operational bases too.</p><p>I now live in Sierra Vista. Fort Hauchea was a factor in my decision to retire here.</p><p>If you are taking a survey, put me down as in favor of basing F-35s in Tucson and using the Ft Hauchuca/Sierra Vista airport as a training facility.</p><p>Finding a low population density area with good weather so you can keep a training schedule is critical to Air Crew Training. This is a great area for doing just that.</p><p>When Luke AFB was built, it was "out in the Sticks". Then a lot of development moved in close to the Base to service the base and take advantage of the income from the base. Now they want to complain about the noise??? I would tell them Tough Situation. They should be xxxxxx ignored. The Base was there first.</p><p>I assure you that as much as they whine about the noise, they will love the funding the Base generates.</p><p>If you want to be polite, just tell them that Military Jet Noise is the Sound of Freedom.</p><p>William Blake Smith Lt Col, USAF (Ret)</p></div><div><div>GE-3</div></div></div>
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1658 LU

From: Jody Strickland [REDACTED]
Sent: Friday, February 17, 2012 4:54 PM
To: AETC/A7P Workflow
Subject: F-35's at Luke AFB

We would like to express our support for the F-35's being stationed at Luke AFB. We live very near Luke AFB and actually live in one of their flight paths so we have their planes flying over our home regularly. GE-3

We knew the Air Force base was located near our home when we moved here and have no problem with the base or the planes. The military are wonderful neighbors.

My husband is a former Army helicopter pilot so he knows the importance of training on a regular basis. We both enjoy watching the planes flying around our home.

All of our neighbors that we have spoken with are very much in favor of the F-35's being stationed at Luke AFB. The F-16's and associated people have been wonderful friends and neighbors. They have been a real asset to this community. GE-3

While we have heard the F-16's flying over our home, we have never been bothered by the noise levels. This includes both day and night times.

Dale and Jody Strickland
 Goodyear, AZ

1659 BO

From: George Harad [REDACTED]
Sent: Thursday, March 01, 2012 5:20 PM
To: AETC/A7P Workflow
Subject: F-35s at Gowen Field

Sirs: I am writing to object to the use of Gowen Field in Boise, Idaho as a training base for F-35 aircraft. Given the extremely loud noise profile of these planes, positioning them in an urban valley with a "backboard" of foothills would create an intolerable noise level not only nearby the airfield but throughout the valley. Recently, several F-15 jets based at Mountain Home, a much quieter aircraft than the F-35, flew patterns over the Boise. I was very disturbed by the noise even though I was inside my home, which is located in the foothills roughly six miles from the airport. Finally, it has been reported that the Idaho National Guard has asked several times for the Air Force to conduct a test run of one F-35 from Gowen Field in order to judge the noise impact of the plane, but the Air Force has refused the request. One can only conclude that the Air Force is fearful of providing evidence that the use of the F-35 at Gowen Field would be incompatible with the environment around the Field and in the Treasure Valley. GE-4
NO-1
NO-8
GE-2

I urge you to reject the use of Gowen Field as a training base for the F-35. Thank you, GE-4
 George Harad

1660 BO

From: ROY F HEBERGER
Sent: Tuesday, February 28, 2012 9:47 AM
To: AETC/ATP Workflow
Subject: F-35s at Gowan Field -- Comments on impact issues

Comments:

Right off the top, we obviously need a solid, well-trained, and at-the-ready military. That's not at issue with the proposal to place the F-35s at Gowan Field.

the issue is Gowan Field. The issue is Boise valley. Gown Field being located immediately south of a relatively-densely-populated state capitol city is the major issue. Sound is the issue. Air quality is the issue. Quality of life of Boise's citizens is the issue. Diminishing property values -- who'd purchase a house in or adjacent to the flight paths? -- is the issue.

NO-1
AQ-1
NO-36
SO-1

Maintaining a quality of life as I spend the last years of my retirement here is the issue. The same for my wife.

NO-36

Maintaining a quality of life for my children and grandchildren in the Boise area is an issue -- for all of them

Attracting workers to the Boise job market is an issue. Many highly-qualified members of the work force have in the past made the decision to move to Boise because of quality-of-life factors they seriously considered prior to a move. I did over 33 years ago. I moved to this area seeking much of what Idaho and the Boise area have to offer. I'd not have made that choice -- it was a choice -- had there been such a war-plane presence at Gowan Field as is proposed with the F-35s. Jets produce noise. Period. No matter how you try to dress it up, they are very loud. I avoided other locations for quality of life issues. I'd have similarly avoided Boise for those reasons.

NO-36

Keeping a well-qualified work force also depends on maintaining the quality of life we'll certainly lose if the F-35s come to Boise's Gowan Field. While jobs are very tight in this recession economy, it will not always be so. I would hope that residents will see that the job card is one that's from another deck. Even now some of some of our most qualified people who can and would find work elsewhere because of their qualifications, we'd lose. Some won't stay.

This is not a NIMBY thing. There are other viable locations for the F-35s. Lesser populated areas like close-by Mountain Home, where the air base is well south of town is an example. There are other prospects.

GE-12

From a sociological perspective, the military does not need to assemble yet another team of public relations people that mis tasked to calm the masses. We all know that it's got enough on its hands overseas in this day. The F-35s are not welcome here, and ill feelings would prevail I fear. It is a likely waste of resources to follow through on such a proposal. It may have already been a waste to have even pursued it from the beginning.

GE-4

1660 BO

That's my two cents. I'm not alone.

I trust the NEPA documentation will have disclosed all the impacts discussed above, and more.

NP-8

Thank you for the opportunity to comment.

Roy Heberger

Final
June 2012

1661 TU

From: BC Hubbard [REDACTED]
Sent: Tuesday, February 21, 2012 2:17 PM
To: AETC/A7P Workflow
Subject: F-35A's

No F-35A's in Tucson please. This is a metropolitan area of over [REDACTED] GE-1
one million people. The noise level of the F-35's would be [REDACTED] NO-1
intolerable to say the least. The noise level of the fly overs out of [REDACTED] NO-8
Davis Monthan AFB are already obnoxious enough. Not to mention [REDACTED] NO-36
damaging Tucson's quality of life, the noise levels would be [REDACTED] NO-6
damaging to the hearing of all. There is still plenty of open space in [REDACTED] GE-1
the desert southwest, I'm sure a more suitable location can be
found. Thanks for listening to my opinion, Charlotte Hubbard.

1662 BO

From: Jacq Cook [REDACTED]
Sent: Monday, February 27, 2012 12:39 PM
To: AETC/A7P Workflow
Subject: F-35As

Concerning the F-35As:
We don't want the noise or dangerous chemicals related to them here in Boise. Put them somewhere less populated. [REDACTED] GE-1
There are plenty of bases other than Gowen Field that will be better! Put them in Nevada, in the middle of the desert
where no one can
be harmed!!!! Get them out of Boise!!!!
Jacqueline Cook

1664 LU

From: dennis cooper [REDACTED]
Sent: Friday, February 24, 2012 11:37 AM
To: AETC/A7P Workflow
Subject: F-35A

This email is meant to express my dismay on the military's intent to use the skies in Cochise County to fly their F-35A single engine jet fighters. Noise levels and pollution from fuel dumping will be unbearable. I consider this proposal to be a blight on our blue skies and on our quiet community and very similar to the damage proposed by the Rincon mine in the Santa Ritas. Sierra Vista will no longer be an appealing place to live. Will the military be paying relocation expenses for those of us that have invested in the community pre-F35A jet fighters? I think the Dallas-Ft Worth Texas area would be a better location for those jets. [NO-37
SA-9
SO-3
GE-1]

Thank you for your attention.

Jane Cooper
[REDACTED]

1663 BO

From: Alicia Emery [REDACTED]
Sent: Tuesday, February 28, 2012 12:18 AM
To: AETC/A7P Workflow
Subject: F-35A's in Boise Idaho

Hello David Martin, and Kim Fornof

My name is Brad Emery, resident in the Boise Valley for over 12 years. This evening I attended a meeting in my area concerning the placement of the F-35 aircraft base. Words cannot express how disturbing this concept is to myself and all my neighbors considering the effect of it would have on my home for myself and children.

This whole concept has been very poorly presented in my area. Everyone has been very minimally informed until it seems this week finally showing people where they can receive more information on the topic. [NP-14]

Suddenly our whole community feels like our hands are tied in actually having an influence on the future of our city. As the eis statement is presented I feel as though we are being lied to on the effects this will actually have [NP-22]

once completed. At the meetings everyone cannot make any sense of why the most densely populated area in Idaho would be ideal for this placement. I can't complete a conversation on the phone in my home when a f 16 flies over and these are reported to be 4 times louder. I honestly dont understand how we could be expected to live in such an extreme condition that the f35 would create over our homes. I Plead that this base is not placed in my neighborhood to ruin my home life as I know it. [DO-32
NO-8
NO-1
GE-4]

Brad Emery

--
*Thank you,
Alicia Emery*

1665 LU

From: Michael Brendza [REDACTED]
Sent: Saturday, February 18, 2012 12:01 PM
To: AETC/A7P Workflow
Subject: F-35A

David / Kim

My home state is Indiana, my winter home is in Surprise Az. At my annual January 15 to April 15 stay in Arizona, we enjoy the weather but, we also enjoy the F-16's flying over every day. Please keep the planes flying at Luke. We are looking foreword to seeing the F-35A's in the future.
Thank you for keeping America strong and free.

Mike and Carol Brendza


GE-3

1666 TU

From: Melvin Morgan [REDACTED]
Sent: Thursday, March 01, 2012 8:34 PM
To: AETC/A7P Workflow
Subject: f-35a trainingbaseing

I am in full support of having the F-35A base at the Air National Guard Base in Tucson. It will mean a great deal to the Tucson area. There is no more noise from it than there is from any other jet in the area now.

GE-3

Melvin (Butch) Morgan
USAF Retired E-8, Former Marine
Tucson, AZ [REDACTED]

Member of
VFW Post 4055, Platte City, MO
Vietnam Veterans Of America

1667 BO

From: gary aiken [REDACTED]
Sent: Monday, February 27, 2012 1:19 PM
To: AETC/A7P Workflow
Subject: F-35A training in Boise
Attachments: aircraft noise.doc

The city of Boise should not have even issued residential building permits, where my house is now. If they were going to allow such extensive air traffic. Not to mention if something like the F-35A was to be flying around here anywhere. I have heard them. It is out of the question really, that it would be acceptable to anyone with residence around here. Many just don't know it yet.
Gary Aiken

LU-1
SO-1

1667 BO

To: Who can help me in any way with the problem stated below. 11/22/09

From: Gary W. Aiken [REDACTED]

Mailing address: [REDACTED]

On Thursday 11/19/09 the first aircraft of the day flew over my house at approximately 7am. I had a landscape project that I was working on in the yard all day. By 6pm I estimate that over 100 aircraft had flown DIRECTLY over the top of my house. The last I heard was laying in my bed at 11:15pm.

The main point that I want to make, is that this many aircraft in one 24hr period of time is beyond the tolerance level.

Every type of aircraft: Commercial Jets, Twin Propeller, Single Propeller, Helicopters fly DIRECTLY over the top of my house.

Also two groups of Military Jets, that day. By late afternoon the day had become very stressful just because of trying to ignore all of these very loud, but different noises. This day was not an isolated incident. It seems to be more of the normal, rather than the exception lately.

I know that my house is in direct line with the runway. But not all of these aircraft have to line up so early with the runway, particularly the smaller ones.

I just want you all to know that I like airplanes. A friend of mine who has a small single propeller, took me for a short flight over the Owyhee's this last Saturday, yesterday.

I believe that the amount of aircraft that fly DIRECTLY over the top of my house can be reduced, with some creative traffic control. It does make a difference in decibel, if they are not right over the top of my house.

THIS LETTER IS TO BE NOTARIZED AND FILED AS A NOISE COMPLAINT.

I had this original letter notarized on 11/23/2009

[REDACTED]

Final
June 2012

1668 TU

From: Deron Beal [REDACTED]
Sent: Friday, February 17, 2012 5:03 PM
To: AETC/A7P Workflow
Subject: F-35A Training EIS

Hello,
I'm opposed to introducing such loud jets to such an urban area like Tucson. Thank you for your consideration. [GE-4]
Deron Beal
[REDACTED]

1669 TU

From: RON KRAPA [REDACTED]
Sent: Tuesday, February 21, 2012 11:52 AM
To: AETC/A7P Workflow
Cc: RON KRAPA
Subject: F-35A Training Basing

TO: David Martin, Air Force Contractor, and Kim Fornof

Please consider this a strong endorsement for basing F-35A Training at Davis-Monthan Air Force Base. I believe that a review of history going back over 70 years will show that D-M is ideal for year-round flight operations. The climate, facilities, and community support are unmatched anywhere. [GE-10]

Thank you for your consideration.

Ron Krapa
[REDACTED]

Retired

1671 LU

From: Marty Cohen [REDACTED]
Sent: Tuesday, February 21, 2012 12:44 PM
To: AETC/A7P Workflow
Subject: F-35A training at LUKE AFB

I live in Surprise, AZ next to the base and I would be honored to have the F-35A based at Luke and fly overhead on [REDACTED] GE-3 training missions.

1670 TU

From: Ted Kalota [REDACTED]
Sent: Tuesday, February 21, 2012 5:47 PM
To: AETC/A7P Workflow
Subject: F-35A Training Basing Comments

Dear Sir,

I wish to state my complete support of basing the F-35 Training Program in Southern Arizona. [REDACTED] GE-3

My home just happens to be located on the final approach path to Davis-Monthan Air Force Base. I have long heard the Sounds of Freedom landing at Davis-Monthan and would consider it an honor and privilege to see [REDACTED] GE-10 these birds in the sky over my home.

Thank you,

Ted Kalota
[REDACTED]

1672 TU

From: Carolyn Classen [REDACTED]
Sent: Monday, February 20, 2012 11:16 AM
To: AETC/A7P Workflow
Subject: F-35A public hearings, noise levels

<http://tucsoncitizen.com/community/2012/02/20/comment-at-public-hearings-on-the-f-35a-fighter-jet-coming-to-tucson-international-airport/>

Wrote this for our news source, hearing from readers of their concern of the high noise levels for the Tucson residents should the F-35 come here to TIA. My husband and I live in mid-town.] NO-1

Regards,

Carolyn Classen, J.D.
 Blogger at www.tucsoncitizen.com/community
 "Carolyn's Community"
 Tucson, AZ



Comment at public hearings on the F-35A fighter jet (coming to Tucson International Air... Page 1 of 4

1672 TU



Comment at public hearings on the F-35A fighter jet (coming to Tucson International Airport?)

by Carolyn Classen on Feb. 20, 2012, under Health, Life, Politics

Info from Tucson Forward and other news sources:

The U.S. Air Force is inviting the public's input on a Draft Environmental Impact Statement for the proposed Pilot Training Center of F-35A aircraft.

The Air Force has not chosen a base yet. Potential locations include:
 Boise Air Terminal Airport Air Guard Station, also known as Gowen Field, Idaho;
 Holloman Air Force Base, N.M.;
 Luke Air Force Base, Ariz.;
 and Tucson International Airport Air Guard Station, Ariz.

The purpose of the proposal is to train pilots and personnel to operate F-35A aircraft. Training would include the use of existing training airspace and ranges, which permit flare countermeasures, supersonic flight and the use of munitions.

To download a copy of the Draft EIS, visit www.F-35ATrainingEIS.com. A paper copy of the document is also available at the following public libraries:

Copper Queen Library
 6 Main St.
 Bisbee, AZ 85603

Safford City-Graham County Library
 808 S. 7th Ave.
 Safford, AZ 85546

San Carlos Public Library
 89 San Carlos Ave.
 San Carlos, AZ 85550

Sierra Vista Public Library

<http://tucsoncitizen.com/community/2012/02/20/comment-at-public-hearings-on-the-f-35a-f...> 3/7/2012

Comment at public hearings on the F-35A fighter jet (coming to Tucson International Air... Page 2 of 4

1672 TU

2600 E. Tacoma St.
 Sierra Vista, AZ 85635

Valencia Branch Library (only one in Tucson)
 202 W. Valencia Road
 Tucson, AZ 85706

All comments on the Draft EIS must be postmarked or received by March 14, 2012, for consideration in the Final EIS.

Written comments on the Draft EIS may be submitted to:

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil
 Written and oral comments may also be submitted in person at the public hearings.

Public Hearings: Three public hearings near Tucson International Airport Air Guard Station will be held to inform the public and receive public comments on the Draft EIS. All hearings include an open house information session from 5 p.m. to 6 p.m., followed by a presentation and formal public comment session from 6 p.m. to 8 p.m. Representatives from the Air Force will be available during the open house session to provide information and to answer questions related to the Draft EIS.

Date: Feb. 21, 2012
 Location: Windemere Hotel & Conference Center
 Grand Ballroom
 2047 S. Highway 92
 Sierra Vista, AZ 85635

Date: Feb. 22, 2012
 Location: Holiday Inn Hotel & Suites Tucson Airport
 North Ballroom
 4550 S. Palo Verde Road
 Tucson, AZ 85714

Date: Feb. 23, 2012
 Location: Tucson Jewish Community Center Auditorium
 3800 E. River Road
 Tucson, AZ 85718

The Draft EIS does say: "On July 29, 2010 the Air Force announced its Preferred Alternative for the Pilot Training Center as 72 F-35A training aircraft at Luke AFB, Arizona. However, no decisions regarding the proposal will be made until after the environmental impact analysis process is complete".

I blogged about that preliminary decision re: Luke AFB last year (click here).

<http://tucsoncitizen.com/community/2012/02/20/comment-at-public-hearings-on-the-f-35a-f...> 3/7/2012

Comment at public hearings on the F-35A fighter jet (coming to Tucson International Air... Page 3 of 4

1672 TU

I hear that the F-35A at 104 decibels is allegedly 4 x as loud as the F-16. If you feel strongly about this **NO-1** issue, do send in a written comment or attend these public hearings to voice your concerns and/or learn more about the F-35A. For more information on noise levels go to Tucson Forward, www.tucsonforward.com.

The info postcard I received from the U.S. Air Force also says that you also seek info from Maj Gabe Johnson, 162nd Fighter Wing Public Affairs Office, TIA Air Guard Station, by calling 520-295-6192.

More in Tucson Life and Heritage:

Tucson Cactus Killers..Caught by PCSD..
 Read It »

This entry was posted on Monday, February 20th, 2012 at 7:01 am and is filed under Health, Life, Politics. Tags for this post: Boise Air Terminal Airport Air Guard Station, Copper Queen Library, David Martin, Draft Environmental Impact Statement, EIS, Environmental Impact Statement, F-35 joint striker, F-35A, Gabe Johnson, Holiday Inn Hotel & Suites Tucson Airport, Holloman Air Force Base, Kim Fornof, Luke Air Force Base, Pilot Training Center, Safford City-Graham County Library, San Carlos Public Library, Sierra Vista Public Library, Tucson Forward, Tucson International Airport Air Guard Station, Tucson Jewish Community Center Auditorium, U.S. Air Force, Valencia Branch Library, Windemere Hotel & Conference Center. You can follow any responses to this entry through the RSS 2.0 feed. You can skip to the end and leave a response. Pinging is currently not allowed.

[RSS feed for this post \(comments\)](#)

Recent Comments

- Carolyn_Classen on Huge crowds expected at 4th annual Tucson Festival of Books
- Carolyn_Classen on Pima Council on Aging's Ages 'n Stages 2-day Expo
- Art Vandelay on Zero Tolerance for Domestic Violence
- Carolyn_Classen on Open House at Udall Center
- Carolyn_Classen on Free & cross-cultural Film Forward (Feb. 27 to March 1)
- Carolyn_Classen on Free Arizona Health Forum on March 3 at UMC
- Prickly_Pear on Free Arizona Health Forum on March 3 at UMC
- America4America on Zero Tolerance for Domestic Violence
- Carolyn_Classen on Zero Tolerance for Domestic Violence
- Pam Bickell on Zero Tolerance for Domestic Violence

Tags

2nd Saturdays Downtown Arizona Daily Star Arizona Public Media Beryl Baker Bill Buckmaster CD 8 City of Tucson

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<http://tucsoncitizen.com/community/2012/02/20/comment-at-public-hearings-on-the-f-35a-f...> 3/7/2012

Comment at public hearings on the F-35A fighter jet (coming to Tucson International Air... Page 4 of 4

1672 TU

County Republican Party Ray Carroll Regina Romero Richard Elias Richard Fimbres Rick Grinnell Ron Asta Shaun McClusky Shirley Scott Steve Farley Terry Goddard Tucson Chinese Cultural Center Tucson City Council Tucson Weekly Tyler Vogt University of Arizona



AdChoices

<http://tucsoncitizen.com/community/2012/02/20/comment-at-public-hearings-on-the-f-35a-f...> 3/7/2012

1673 LU

From: Glenn D Scott
Sent: Saturday, February 18, 2012 11:53 AM
To: AETC/A7P Workflow
Subject: F-35A Loud and Clear

I live in Sun City Grand and have the distinct pleasure to be serenaded by the F-16's each day and they head out and return from their training missions. During my career I flew B-52's in Vietnam, and F-101's with the Oregon Air National Guard. You have no idea what a joy it is to look up and watch the new pilots training to defend my right of Freedom. I have not heard one adverse comment from any of my neighbors regarding the "noise". I look forward to, and wholeheartedly support, the arrival of the F-35A Lightning II.

GE-3

Glenn D. Scott, LtCol, USAF Ret

<div>1674 BO</div> <div><div>From: Carla L. Olson</div><div>Sent: Tuesday, February 28, 2012 6:13 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35A jets at Gowen Field, Boise.</div></div> <div><p>Dear sirs:</p><p>I am opposed to locating the F-35A fighter jet mission at Gowen Field, Boise, Idaho. GE-4</p><p>Thirty years ago when I was job-hunting, I interviewed for a prestigious and well-paid job in Washington state. The interview went well, and I extended my family's stay for a few days to look at neighborhoods and get used to the idea of living there. We found friendly residents, good schools, a nice park system, and inexpensive housing. However, on the morning of the third day, I phoned the gentleman I had interviewed with and asked that I be removed from consideration because I had found I just could not handle the noise from the nearby military base. What began as a minor annoyance on day one had grated on our nerves on day two, and after two nights of interrupted sleep, we determined it was too much to live with. The gentleman responded, "We get that a lot..." He said that was the main reason positions with his firm were hard to fill.</p><p>We have, in Boise, invested a great deal of money and effort over the years to create a pleasant NO-36 place to live. I would hate to see that squandered by allowing noise to ruin it.</p><p>Sincerely, Carla Olson</p><div></div></div>	<div>1675 TU</div> <div><div>From: Toni Donahy</div><div>Sent: Thursday, February 23, 2012 8:53 AM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35A in Tucson</div></div> <div><p>"Bring um on"! We would be honored to have the F-35A's in Tucson. We love DM and GE-10 appreciate what they do for our community and respect our military men and women.</p><p>So they are a little loud....you look up into the sky to see our military flying over us you just feel a little safer from so much craziness in our world.</p><p>Regards,</p><p>Toni and Jerry Donahy</p></div>
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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1676 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: William Arnold

Organization/Affiliation: Self

Address:* [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I whole heartedly support the location of the F-35A Training Base in Tucson and
urge the USAF to do so. Flying conditions, infrastructure and location are
unmatched anywhere else. Fuel costs will be lower, flying time greater and the

cost of living for those living off base will be substantially lower than most anywhere
else that you might situate this mission. This equates to a smaller carbon footprint
better training (and faster training ... which means lower training costs overall)

and equally important a higher "quality of living" experience for your trainees
while they are here in Tucson.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1677 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

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Name: Nikolaus Anderson

Organization/Affiliation: [REDACTED]

Address:* [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I would simply like to voice my support for
the Tucson AGS F-35A plan. As a long time Tucson
resident and an engineer, I feel Tucson's relationship
with the USAF has always been very beneficial
for all involved. I see this plan to employ the
nation's next generation aircraft as a great way to
further our partnership. Because of the airfield's location
and accessibility, it appears that scenario T3 could be
achieved, especially considering the moderate increase in
PAA compared to current conditions. I feel this would
be a great outcome for all involved and am happy to
voice my support.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

<div>1678 BO</div> <div><div>From: Aletia Powers</div><div>Sent: Wednesday, February 29, 2012 4:27 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35A Boise</div></div> <div><p>Hello,</p><p>Unfortunately I am unable to attend today's local public hearing to express my comments and concern over the proposed F-35A in Boise, so I hope you will accept this e-mail instead.</p><p>I'm 31 years-old and have spent the majority of my life living in Southeast Boise – a location I've come to love dearly and cherish. In fact, I'm in the process of building a home out in Harris Ranch right now. To date, the quality of life has been wonderful. I enjoy my peaceful runs on the greenbelt and taking my puppy for walks along the Boise river. In the summertime I spend countless hours outside whether it's eating dinner on a patio, enjoying the Shakespeare Festival, hiking Table Rock, or riding my bike out to Lucky Peak. Please do not disturb one of Boise's most beautiful areas. While I fully understand the importance of supplying more jobs in Boise, I don't think it's worth the risk of disrupting one of Boise's most ideal places to live – a place where many children go to school, where citizens play outside and where people like me plan to start their family life.</p><p>Thank you for your time and consideration.</p><p>Sincerely, Aletia Powers</p><div></div></div> <div><div>NO-18</div><div>GE-4</div></div>	<div>1679 BO</div> <div><div>From: Gary</div><div>Sent: Tuesday, February 28, 2012 10:03 AM</div><div>To: AETC/A7P Workflow</div><div>Subject: F-35A Boise</div></div> <div><p>Howdy.</p><p>Thanks for the opportunity to comment on the F-35A's.</p><p>Please bring them to Boise.</p><p>Many have died for our way of life, the least we can do to honor them, to support our way of life, is to invite the F-35A's to Boise.....</p><p>Please bring them to Boise.</p><p>Thanks, Gary & Julie Goodman</p><div></div></div> <div><div>GE-3</div></div>
--	--

1680 LU

From: Judy Winters [REDACTED]
Sent: Monday, February 20, 2012 3:05 PM
To: AETC/A7P Workflow
Subject: f-35a base

We live in Goodyear Arizona
We are in support of the F-35 base being awarded to Luke Air Force Base
If there is more noise from the new jets, then we will adjust to it just like we did when we first moved to Goodyear.
Please award the contract to Luke!
Thankyou very much
Judy Winters

GE-3

1681 BO

From: SANDRA JACQUES [REDACTED]
Sent: Monday, February 27, 2012 12:54 PM
To: AETC/A7P Workflow
Subject: F-35A aircraft

I have been a Boise resident for 37 years and support the military. But, Gowen Field in Boise is not the place for F-35A aircraft. Where on earth did this idea come from. The military is willing to ruin the lives of thousands of people, plus lower property values and just plain drive people nuts?

GE-4
NO-36
SO-1

There is plenty of desert in this country and that is where all of this noise belongs.

GE-1

Sandra Jacques
Boise, Idaho

1683 LU

From: [REDACTED]
Sent: Monday, February 20, 2012 9:20 PM
To: AETC/A7P Workflow
Subject: F-35A LUKE AFB AZ.

As a resident of Sun City West, Arizona, I would very much like to see the Pilot Training Center for the F-35A stationed [REDACTED] **GE-3** at LUKE AFB. It would mean more jobs for the area and as for the noise, they fly so much higher, that they are more [REDACTED] **NO-9** quiet then the F-16 was. As a WWII veteran, there presents here says safety to me.

Ms. Vivian Loipersbeck
[REDACTED]

1682 LU

From: Stan [REDACTED]
Sent: Sunday, February 26, 2012 1:59 PM
To: AETC/A7P Workflow
Subject: F-35A At Luke Air Base

David Martin and Kim Fornoff,

My wife and I are 100% for the F-35A to be stationed at Luke Air Base...No doubt about it Luke is the place for [REDACTED] **GE-3** that new fighter jet...GO F-35A TO LUKE AIR BASE....

1684 TU

From: [REDACTED]
Sent: Wednesday, February 29, 2012 12:19 PM
To: AETC/A7P Workflow
Subject: F-35

I think the f-35 would be a significant boon to add to the aging a-10 and c-130 fleets at davis monthan air force base. this would be an excellent addition to the tucson area please do everything you can to get them based in tucson. GE-10

1685 TU

From: Deena Fishbein [REDACTED]
Sent: Wednesday, February 22, 2012 11:12 PM
To: AETC/A7P Workflow
Subject: F-35

I would like to go on record as being very much against the F-35 having a Tucson base. Although to date the data presented are inconclusive as to just how many decibels this aircraft assaults those underneath it on the ground, there is no argument that it will be significantly more than current air traffic. And even this already impacts us with noisy interruptions of our lives and additions of carcinogens to our air. My experience outside on the ground of a jet with power somewhere between an F-16 and an F-35 (sorry, I don't remember the plane's label) was such that I literally had to drop what I had in my hands and cover my ears protectively. This was only one jet sometime about two years ago in mid-town Tucson. I will not quietly accept a routine of planes even larger than that one going over my head. What's the morale argument that supports such damage to people's health (via ears), such impacts to their daily routines? Is the Air Force prepared to be charged with assault and battery of hundreds of thousands of citizens or be sent a bill for the time lost from our live's routines as we stop what we are doing to cover our ears? It's time we made decisions that are based on the love of life and health, not the fear of others and an obsession with accumulating more military dollars in the pockets of corporations. GE-4
NO-50
AQ-1
NO-8
NO-6

--Deena Fishbein
[REDACTED]

1687 TU

From: Brett Lindskog [REDACTED]
Sent: Tuesday, February 21, 2012 10:07 AM
To: AETC/A7P Workflow
Subject: F-35 Tucson

I just wanted to say that Tucson is the perfect place for the F-35. With year round flying weather and conveniently located near the Barry Goldwater range and several other military and Air Force installations, in addition to Tucson's aerospace industry presence, makes Tucson the number choice to station the aircraft here. [REDACTED] GE-3
Thank you,
Brett Lindskog

1686 LU

From: [REDACTED]
Sent: Monday, February 20, 2012 9:57 PM
To: AETC/A7P Workflow
Subject: F-35

I fully support placing the F-35 Luke Air force Base, Glendale, AZ. [REDACTED] GE-3

Thomas L. Lodge
[REDACTED]

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1688 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:
David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: George H. Amos, II

Organization/Affiliation: _____

Address: * _____

City, State, Zip Code: _____

Comments: I 100% SUPPORT THE NEW TRAINING FACILITY
FOR DAVIS MONTHAN. THE AIR FORCE AND THE BASE
IS GREAT AND THINK IT IS VITAL NOT ONLY BE IN
THIS PART OF THE COUNTRY.

GE-10

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1689 HO

From: _____
Sent: Friday, February 17, 2012 2:13 PM
To: AETC/A7P Workflow
Subject: F-35 Training

Dear Draft Training Basing Environmental Impact Statement Committee, Please do not bring the F-35's and their pilots to train at Holloman Air Force base near Alamogordo, New Mexico. As citizens of New Mexico, we strongly oppose additional military air training in our already compromised air space. We do not want the sonic booms, air pollution and infringement on our fragile ecosystem. Please seek out other options in Boise, Idaho or Tucson, Arizona where the bases are connected to commercial airports. Thank you.

GE-4
AM-2
NO-15
AQ-1
BI-2
GE-1

Final
June 2012

1690 TU

From: [REDACTED]
Sent: Tuesday, February 21, 2012 11:52 AM
To: AETC/A7P Workflow
Subject: F-35 Training in Tucson

Our community has not only welcomed the fighter training mission in Tucson, but we have taken unprecedented steps to ensure that we are uniquely equipped to welcome the future basing of such units here. A most extensive buffer zone to the east and southeast of Tucson International Airport has been structured, and housing and business areas west and northwest of the field have undergone remedial noise retrofitting to a truly unprecedented degree. Not only the physical preparations, but community attitudes and understanding of the importance of such missions provide a most important structure of support!

GE-3

Sincerely,

Joseph B. Wilcox
Past President, Tucson Airport Authority

[REDACTED]

1691 TU

From: Rita Graham [REDACTED]
Sent: Tuesday, February 21, 2012 12:54 PM
To: AETC/A7P Workflow
Cc: 'John Del Frari'
Subject: F-35 Training in Tucson, Arizona

TO THE DECISION-MAKERS:

We support the F-35 training mission to be located in Tucson, Arizona. The environmental impact to Tucson is less than significant and our diverse community supports this project. Incoming employees and transient users will find the conditions ideal for their work, the cost of living very reasonable, and recreational, cultural and historical opportunities unique and world-class. Your mission will successful and your personnel will enjoy the experience in Tucson.

GE-3

Thank you.

William C. Graham
Rita Graham
West Side, Tucson, Arizona

Final
June 2012

1692 TU

From: Jake Struble [REDACTED]
Sent: Friday, February 17, 2012 5:18 PM
To: AETC/A7P Workflow
Subject: F-35 TRAINING BASE

I AM FOR THE TRAINING BASE [REDACTED] GE-3

I HAVE LIVED IN TUCSON FOR OVER 50 YEARS. I WAS IN AIR FORCE IN SAC ON A B-47. I HAVE BEEN CHAIRMAN OF BOARD OF DIRECTORS OF THE TUCSON AIRPORT AUTHORITY AND I AM PAST PRESIDENT OF CIRCLE K FOOD STORES.

I FEEL THAT BECAUSE OF OUR GREAT FLYING WEATHER AND OUR PROXIMITY TO THE GOLDWATER BOMB AREA, AND LACK OUR AIRWAYS THAT DEPARTING AND ARRIVING AIRCRAFT HAVE TO FLY UNDER, TUCSON CANNOT BE BEAT.

AS FOR OUR NIMBI'S WE HAVE HAD IN THE PAST. IN FACT I WAS IN THE DM 50 GROUP WHICH WAS FORMED TO HELP FIGHT THIS GROUP THAT JUST MOVED TO TOWN BUT WANTS NOTHING TO HAPPEN TO SPOIL THEIR DREAMS AND WHO DO NOTHING TO HELP IMPROVE THE CITY OR HELP THE ECONOMY. WE ARE A UNIVERSITY TOWN AND A RETIREMENT BASED COMMUNITY WHICH IS A NEST FOR THESE PEOPLE. WE HAVE PRESENTLY A LARGE COPPER MINE --ROSEMONT MINING COMPANY WHICH WILL HIRE 100'S OF PEOPLE AND THESE PEOPLE OBJECT.

PLEASE UNDERSTAND THE AIR FORCE HAS BEEN GOOD FOR TUCSON AND WERE WANT TUCSON. DO NOT LISTEN TO SAME GROUP THAT ARE JUST FINANCIALLY BETTER THAN THE WALL STREET HIPPIES WHICH YOU RISK YOUR LIVES TO PROTECT.

WELCOME TO TUCSON. WE WANT YOU

JACOB F. STRUBLE
[REDACTED]

1693 BO

From: Bruce Stettler [REDACTED]
Sent: Tuesday, February 28, 2012 6:46 PM
To: AETC/A7P Workflow
Subject: F-35 Training Base in Boise

Dear Sirs, I would like to express my concern of any additional noise at my home in West Boise, Idaho. My family have lived about a mile from the west end of the airport landing strip for the past 32 years and have found the level of noise disruptive, and would hope that we would not have to endure any more. [REDACTED] NO-1

When we first came to Boise the number and loudness of the planes was acceptable. We have seen an increase of both flights and noise over the past years.

A quantum leap of both flights and noise of the f-35 would in my mind, be completely unacceptable at the Boise field. [REDACTED] GE-4

I know that jobs and money coming in to Boise are a real concern. However it would be like selling our souls to the highest bidder because Boise has been a family city, quite and peaceful. The quality of Boise living is well known but I feel this deployment would cut deeply into the livability of my neighborhood.. [REDACTED] SO-1

Thank you for your consideration in this matter.

Bruce Stettler
Boise, Idaho

1695 LU

From: Douglas Young [REDACTED]
Sent: Saturday, February 25, 2012 5:33 PM
To: AETC/A7P Workflow
Subject: F-35 Support for Sierra Vista

IAW the Sierra Vista Herald dated 23 Feb 2012, I support using Fort Huachuca for training of the F-35. The nation needs the airplane and Fort Huachuca needs the mission. [GE-3]

Douglas Young
[REDACTED]

1694 LU

From: Lanny A. Kope, EdD [REDACTED]
Sent: Thursday, February 23, 2012 10:08 AM
To: AETC/A7P Workflow
Subject: F-35 Support

Lanny A. Kope, EdD
[REDACTED]

RE: SUPPORT of the F 35

I would like to voice my support for the F 35 fighter being based at Davis Monthan AFB and Luke AFB. As the latest in the Air Force inventory, it is imperative and critical to the defense of our nation that this aircraft have the optimum weather and airspace that is available in Arizona. The concerns of noise factors do not trump the need to provide this opportunity in the defense of our nation.....the sound produced is the sound of freedom. [GE-3]

Lanny A. Kope, EdD

1696 LU

From: John Krystek [REDACTED]
Sent: Monday, February 20, 2012 1:18 PM
To: AETC/A7P Workflow
Subject: F-35 stationing at Luke AFB, Glendale Arizona

David Martin and Kim Fornof: I was unable to attend the local hearings in Arizona in regards to the basing of the F-35's at Luke AFB. I would like my comments added to the many you have already have. Luke AFB provides a significant economic impact to Glendale and its surrounding communities and the state of Arizona. The surrounding communities are extremely supportive of Luke AFB, its personnel and its mission. I count myself as one of those supporters. However, in these tough economic times, I think the Air Force needs to look at economics of basing the F-35. Luke AFB is the closet of any contender to the premiere gunnery range at Barry Goldwater. The savings in fuel costs and maintenance alone justifies selecting Luke as the home for the new F-35. Over the lifetime of the F-35 program, billions of dollars could be saved alone in just fuel and maintenance costs if Luke is selected. Thank you for allowing me the opportunity to voice my opinion on the F-35 basing.

John Krystek
 [REDACTED]

GE-3

1697 TU

From: Tom Kennedy [REDACTED]
Sent: Monday, February 27, 2012 5:07 PM
To: AETC/A7P Workflow
Subject: F-35 noise

David,

Here are some noise reports taken from actual testing at Eglin. The results indicate that the F-35 is between 3 and 4 times as noisy as the F-16, and twice as noisy as the F-15. NO-42

I think that basing the F-35 in Tucson and doing T&G's at Sierra Vista will result in an overwhelming number of noise complaints from both locations. NO-1

Tom Kennedy
 Sierra Vista

http://www.airforcetimes.com/news/2008/10/airforce_f35_basing_102608/

<http://www.youtube.com/watch?v=Jnm1d3iG1x4>

VIDEO - Not printed

<http://www.defenseindustrydaily.com/F-35-I-am-Fighter-Hear-Me-Roar-05136/>

http://www.google.com/url?sa=t&rc=t&q=f-35+noise&source=web&cd=2&ved=0CDYQFjAB&url=http%3A%2F%2Fwww.valp.org%2F%3Fdl_id%3D119&ei=nhplT-qBEIi0sQKT6e3qCA&usq=AFQjCNEGABZSOzA78VMRGmkYJ9r6x7aW7q&cad=rja



F-35: I am Fighter, Hear Me Roar

Nov 01, 2009 13:28 EST

F-35A #AA-1
(click to view full)



At the end of September 2008, NWF Daily News reported that noise complaints from local residents may threaten the F-35 Joint Strike

Fighter's proposed Integrated Training Center at Eglin AFB, FL. Maj. Gen. Charles Davis was speaking at the roundtable symposium organized by the Economic Development Council of Okaloosa County, where he said that:

"The real issue we have to help deal with is doubled flight operations [up to every 30 minutes].... I can't imagine that any community in the world would not like to have a (JSF training center). It's a great mission to have.... I've got to park these airplanes somewhere. I don't think (Eglin losing the JSF mission) is going to happen, but I have to prepare for that."

Since then, F-35 noise levels that are reportedly up to 4x louder than early-model F-16s have made noise a basing issue beyond the United States. Recent developments involve Australia.

Decibels and Noise Levels



Maj. Davis' sticking point is a side effect of the F-35's 40,000 pound thrust single engine, which currently enjoys a large lead as the most powerful fighter engine on the market. That's helpful for the fighter, but not so helpful when it comes to audible noise; the F-35 is reportedly close to 2 times louder than the F-15 fighter, and close to 4 times louder than an F-16. This issue has forced a delay in critical approvals for Eglin AFB, and has also become an international concern.

With respect to **perceptions of loudness**, every 10 decibels will double apparent



Advertisement

volume, so a 10-decibel difference is about 2x as loud, a 19-20db difference is 4x as loud, and a 30db difference would be about 8x as loud.

Events and Updates

F135 Engine Test
(click to view full)



May 21/10: Australia's Department of Defence releases its draft Australian Noise Exposure Concept 2025 map. It outlines a significant planned reduction in forecast F-35A noise footprint at Salt Ash Air Weapons Range, compared with the initial Australian Noise Exposure Forecast (ANEF) 2025 released in late 2009. Why? After public consultation, the DoD has decided to halve the new jet's use of Salt Ash Air Weapons Range.

The ANEC 2025 map is still a draft, but is likely to be finalised as the final ANEF report in the coming months.
DoD release | ANEC 2025 information & maps.

May 21/10: The US Marines release the latest draft of their basing options for the F-35B Joint Strike Fighter on the West Coast. The comprehensive survey on the jet's environmental impacts outlines 6 possible plans for their West Coast basing, but the preferred plan would place 5 operational F-35B squadrons and 1 operational, test and evaluation squadron in Yuma, AZ, with another 6 operational squadrons at the Marine Corps Air Station in Miramar, CA. **USMC release | Basing plans.**

March 5/10: Tucson Business: "Noise is the issue at public meetings for F-35." The debate revolves around whether to use Tucson International Airport in Tucson, AZ as an F-35 base. The article also answers questions re: the economic benefit figures expected for the area, which actually refer to all of the current activities involving the USAF and allied air force training programs.

Dec 17/09: A vehement official release from Australian Minister for Defence Personnel, Materiel and Science Greg Combet indicates that noise has become an issue in Australia, too:

"Accusations made by the Member for Paterson, Bob Baldwin, that Defence is not listening to community concerns about the JSF are completely unfounded.... Defence is a decade out from introducing the JSF to RAAF Williamtown and is already considering additional measures to minimise the environmental impact of the aircraft. These measures include minimising the use of afterburner take-off, greater use of simulation for training and reduced air weapons range use. Defence is also already looking into options for JSF flight paths, and how it can revise flight profiles such as track changes, noise abatement profiles, limiting late night flying or flying during sensitive periods, and minimizing over-flying of heavily populated areas.... Bob Baldwin is ill-informed and is putting at risk investor and community confidence in RAAF Base Williamtown."

Oct 29/09: Controversy erupts in Norway after it's revealed that the F-16 noise comparisons used by Lockheed Martin involved late-model F-16s that are much noisier than Norway's current fleet. Norwegian media add that the government classified Lockheed Martin's report when it was received in Sept/Oct 2009, but leaks have brought its contents to light. Aftenposten cites confirmation from several individuals that the difference is "dramatiske," and match claims of noise data available "apne internettsider" (on the internet).

1697 TU

Norway is one of several European countries with strict airport-related noise laws that force governments to modify houses or even move them at government expense, if those levels are exceeded. Norway has recently taken steps to reduce its number of military airfields, and Bodo was selected as their future fighter base. Estimates of F-35 noise abatement cost at Bodo, a town of 40,000, are about 6.45 billion Norwegian Kronor (currently, about \$1.13 billion).

One option, which could hike costs to NOK 6-10 billion, would involve moving the military runway about 0.7 km, behind a set of low hills, and building the runway out into the ocean. Whether this would remove the need for additional noise reimbursement outlays is not clear, and airfields into the ocean are technically challenging with the potential for budget overruns. *All articles in Norwegian: Adressa | Afterposten | Nordlys | Teknisk Ukeblad. Defense Aerospace* Afterposten translation.

Sept 29/09: Dutch Defence Secretary Jack deVries submits a letter to Parliament, which includes the admission that the MvD does not yet know the exact price of the proposed 2nd F-35A test aircraft from the LRIP 4 production batch. On one level, this is minor – but this is likely to add to jitters over the JSF program's uncertain total cost.

The letter adds that based on noise calculations carried out by the Dutch National Aerospace Laboratory (NLR), the F-35's noise footprint "is well within the current 35Ke noise zones." **Letter to Parliament** [in Dutch] | *Defense Aerospace* translation.

May 11/09: In response to claims from Lockheed Martin that the F-35 was no noisier than F-16s or F-15s (see March 11/09 entry), Valparaiso resident Bob Webb, an audio professional who is retired after 30 years working at Eglin AFB, recorded F-35s, F-16s, and F-15 landings on April 22 and 23, saving the results to his laptop while recording the decibel levels on calibrated meters.

Webb compiled the data and determined that the noise level created by a landing F-35 measures at 105-106 dB, compared with the F-16's 90 dB, and the F-15's 91 dB. These figures are slightly lower than the 19db difference in the USAF's original environmental assessment, but a 15db difference is still about 3 times as loud.

Webb played his clips, and delivered a 45-minute briefing on the subject, at a May 11th Valparaiso City Council meeting. *NWF Daily News*.

March 13/09: Concerned by the economic impact of losing the F-35 program at Eglin AFB, tax collector Chris Hughes in Okaloosa County, FL stepped into the local debate by buying a billboard, and urging people to sign it to express their support. Hundreds of people have now done so. The billboard will be posted in the City of Valparaiso, at Eglin AFB's East Gates. *NWF Daily News* | *NBC affiliate WJHG News 7*.

March 11/09: *Aviation Week* reports that the Joint Strike Fighter program's deputy executive officer, Maj. Gen. David Heinz, has asked for studies of ways to improve the aircraft's thermal signature.

It also quotes Lockheed Martin's EVP for F-35 program integration Tom Burbage, who says that testing by Lockheed Martin and the Royal Australian Air Force placed the F-35's noise level about equivalent to an F-16 fitted with a Pratt & Whitney F100-PW-200 engine, and lower than Boeing's F/A-18E/F Super Hornet.

The conditions and parameters of the tests were not discussed or revealed.

<http://www.defenseindustrydaily.com/F-35-I-am-Fighter-Hear-Me-Roar-05136/>

3/7/2012

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Dec 14/08: *Radio Netherlands* reports that local and provincial councils in Friesland, the Netherlands must contend with a law that handles noise issues by stipulating that housing in the "noise zone" near Leeuwarden AFB must be demolished. This prevents the classic problem of encroachment that affects military bases all over the world, but the introduction of an aircraft that makes 4 times as much noise as an F-16 will have obvious ripple effects.

There are concerns that the villages of Marssum and Jelsum, and a number of housing areas in the town of Leeuwarden, would have to disappear. The Friesian authorities have asked Dutch MPs to opt for the quietest fighter, and the Ministerie van Defensie has responded by saying that it will adhere to the sound limits which apply to airports.

All this assumes, of course that Leeuwarden in the north continues to be a fighter base. Volkel AFB in the country's southeast sits in between Eindhoven and Nijmegen, and is also a current fighter base. With the RNLAf's fighter fleet expected to shrink by more than half, it's possible that Leeuwarden AFB may not operate fighters after the F-16s retire.

Nov 21/08: A signed Record of Decision for a Special Forces Group move to Eglin AFB is overshadowed by the news that the first Record of Decision for the Joint Strike Fighter training school has been delayed until early in 2009, and the final decision will not take place until late 2010.

That first Record of Decision would ensure that the \$250 million allocated for construction at Eglin AFB is not forfeited, and the first F-35s can be delivered in March 2010. Meanwhile, the USAF plans to study the noise issue for a year, create a supplemental Environmental Impact Statement, and issue the required second Record of Decision in late 2010. *Northwest Florida Daily News*.

Oct 10/08: The USAF releases an environmental impact report that could inflame the debate. The F-35 will use the PW F135 or GE/RR F136 – both of which will boast 40,000 pounds of thrust on afterburner, making them the most powerful fighter engines in the world. That power apparently comes at a cost. The report says that the noise over Eglin AFB facilities, including housing and schools operations will reach 83 decibels, rising up to 90 decibels in civilian neighborhoods under the F-35s' flight path. It goes on to say that military takeoff power is about 9 decibels higher than an F-15C at military takeoff power, and 19 decibels higher during landing.

With over 100 takeoffs and landings per day planned at Eglin, that noise level is becoming a community issue which threatens to trump the certain local economic benefits of the F-35 ITC. *Gannett's Air Force Times* | *Everyday decibel loudness comparison chart*.

 1

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<div>Subscribe Subscription Renewal Advertise in Air Force Times About Air Force Times Customer Service  RSS Digital Edition</div> <div>Login Register</div> <div>AirForceTimes http://www.airforcetimes.com/news/2008/10/airforce_f35_basing_102608/</div> <div>Study: F-35 twice as loud as F-15</div> <div>By Bruce Rolfsen - Staff writer Posted : Sunday Oct 26, 2008 15:52:43 EDT</div> <div>The Air Force is very quiet about a noisy fighter.</div> <div>At military housing areas and base schools on Eglin Air Force Base, Fla., noise from F-35 Lightning II operations will be twice as loud as current Eglin F-15 flights, reaching 83 decibels.</div> <div>Off base, F-35 noise will be even louder, reaching up to 90 decibels in civilian neighborhoods under an Eglin flight path.</div> <div>All that is revealed in an environmental impact study prompted by plans to set up the joint F-35 pilot and maintenance training school at Eglin.</div> <div>But the impact of the study goes beyond Eglin, as the Air Force looks to stand up F-35 units at bases across the country. The service has not yet decided where that would be, but is looking at Eielson Air Force Base, Alaska; Luke Air Force Base, Ariz.; Moody Air Force Base, Ga.; Mountain Home Air Force Base, Idaho; and Shaw Air Force Base, S.C.</div> <div>Air Force officials declined to discuss the report other than to say its findings have their attention.</div> <div>"The Air Force is committed to being a good neighbor to the communities which surround Eglin and the future installations selected for F-35 basing," Kathleen Ferguson, deputy assistant secretary of Air Force for installations, said in a written statement.</div> <div>"We are diligently exploring methods to mitigate the impact."</div> <div>Around Eglin, much of the public's environmental concerns center on jet noise.</div> <div>People living near the base are accustomed to the roaring jets at the base and don't look twice when a fighter circles for a landing or takes off at full military power.</div> <div>In fact, the seal for Okaloosa County, where Eglin is located, pictures two airborne F-15s.</div> <div>But when the Air Force issued a preliminary environmental study in June showing an F-35's single engine would generate more noise than the two engines of an F-15, people started paying attention.</div> <div>In the city of Valparaiso, along the north side of Eglin, civic leaders bristled at suggestions the residents and businesses under the F-35's flight path should move to quieter areas.</div> <div>The preliminary findings were confirmed in the environmental assessment released by the Air Force on Oct. 10.</div>	1697 TU
http://www.airforcetimes.com/news/2008/10/airforce_f35_basing_102608/	3/7/2012

Study: F-35 twice as loud as F-15 - Air Force News | News from Afghanistan & Iraq - Air... Page 2 of 2

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"At military takeoff power, noise from the F-35 is about 9 decibels higher — or twice as loud — than an F-15C at military takeoff power," the report said.

The F-35 is even louder coming in for a landing. "During approach, noise from the F-35 is about 19 decibels higher than noise from an F-15C," the report said. "This corresponds to the F-35 being about four times as loud as the F-15C" when it lands.

There should be plenty of opportunities at Eglin to hear just how loud an F-35 is. On training days, about 125 F-35s will take off and land at Eglin, the study said.

Overall, the combination of louder engines and different flight patterns drastically expands the areas where engine roar will reach 75 decibels and higher.

The number of people living near Eglin exposed frequently to sound levels of 75 decibels or more would rise by more than 1,500 percent, jumping from 142 people to 2,174 people, the report said.

The study calmly noted that once sound levels exceed 75 decibels, more than one third of the people are "high annoyed."

Still, the new center might bring some good news: jobs.

Overall, 2,146 airmen, sailors and Marines would be assigned to the training wing, including 109 student pilots and 436 student maintainers. In addition, 180 civilians would work for the wing.

The training wing replaces the operational 33rd Fighter Wing, now phasing out as its two squadrons of F-15s are retired or sent to other units.

Regardless of the F-35 basing, Eglin would continue to be home to several Materiel Command units, including the 46th Test Wing and Air Armament Center, and Air Combat Command's 53rd Wing.

Videos You May Be Interested In

Leave a Comment

http://www.airforcetimes.com/news/2008/10/airforce_f35_basing_102608/

3/7/2012

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F-35 Noise Measurements

Data taken 22-23 Apr 2009
Eglin AFB – Approach end of Runway 12

Data by
Bob Webb, MSEE, AFRL/MN,
GM-15/RET

The Air Force has asserted in the News Media that the F-35 is no noisier than present fighter aircraft based on:

- Newly released Edwards AFB Noise Test Data (Apr 2009)
- Overstated noise contour lines in the Final EIS because the F-35 aircraft noise estimates were believed too high
- Community Dignitary "Calibrated Ear" impressions during the recent F-35 Eglin visit

QUESTION: Is this assertion valid?

Instrumentation Hardware & Methodology

- Sennheiser ME 64 professional condenser microphones (x2)
- EMI 0484 Wideband, Low Noise, Ultra-Linear Digitizer
- Dell 6000 Laptop Computer w/Audacity software
- Phonics PAA-2 Audio Analyzer/SPL Meter (Calibrated)
- 1/3" A Weighting & 125 millisecond response time

*Recording Engineer: Bob Webb

*Recording equipment was set up in van at approach end of Eglin Runway 12, on SRSSA southbound shoulder, approx 200 ft south of runway tree line.

*Record Mode was initiated & equipment was left to record continuously

*Aircraft noise levels were measured separately with calibrated SPL meter

Aircraft Noise Levels Recorded & Measured During F-35 Visit to Eglin AFB (on Landing Approach)

Wed, 22 Apr 2009

- Flight of three 33rd TFW F-15's landed just prior to F-35
- F-35 made an initial Gear-Up low level pass on runway
- F-35 landed
- F-16 safety chase landed

Thursday, 23 Apr 2009

- Two 46th TFW F-16's each did 2 Touch & Go's & 1 Landing (8 measurements)
- F-35 did Touch & Go landing
- F-35 landed

Noise Measurements

Wed, 22 Apr 2009

F-15 Landing	90.5 dB*
F-15 Landing	90.5 dB*
F-15 Landing	91.3 dB*
F-35 Low Pass	103.9 dB
F-35 Landing	105.1 dB
TDY F-16 Land	97.0 dB
*Derived from recorded data	

Thu, 23 Apr 2009

F-16 Touch & Go	91.1 dB
F-16 Touch & Go	86.2 dB
F-16 Touch & Go	91.4 dB
F-16 Touch & Go	88.2 dB
F-16 Landing	92.9 dB
F-16 Landing	89.6 dB
F-35 Touch & Go	102.1 dB
F-35 Landing	105.6 dB

Data validated by:
1. Multiple measurements of each aircraft type with close correlation of measured values
2. Continuous digital recording with F-15, F-16 & F-35 aircraft captured for direct, side-by-side comparison

Noise Measurements -Results-

- F-35 Landing: 105-106 dB
- Eglin F-16 Landing: 90 dB (avg)
- Eglin F-15 Landing: 91 dB (avg)
- TDY F-16 Landing: 97 dB

• On Landing Approach:

- F-35 is 15-16 dB louder than Eglin F-16's
- F-35 is 14-15 dB louder than Eglin F-15's
- F-35 is 8-9 dB louder than TDY F-16 (probably has -229 engine)

• The Average Person would estimate the F-35 to be **2-3 times louder** when Landing than any Eglin based aircraft

Final
June 2012

3/7/2012
1697 TU

Air Force Fighter Engine Thrust Ratings

Aircraft	Engine	Thrust
F-15/F-16	F100-PW-100/220	23,770 lbs
F-15/F-16	F100-PW-229	29,000 lbs
F-22	F119-PW-100	35,000 lbs class
F-35	F135-PW-100	40,000 lb class

- Jet engines are essentially VERY powerful motors, without a Muffler
- **More Thrust = More Noise**
- It is reasonable to expect that the F-35 with a 40,000 lb thrust engine would, in fact, be noisier than F-15/F-16's with 23,770 lb engines
- 3rd TFW F-15's had only the lower power -100/220 engines
- Almost all 48th TFW F-15's & F-16's have smallest engines -23,770 lbs thrust

F-35 Takeoff Noise

F-35 takeoff noise levels were not measured but:
• Final EIS (p 7-13, Table 7-8) states that the F-35, at MIL power & 1000 ft AGL, has a Sound Exposure Level of 121 dB"4"

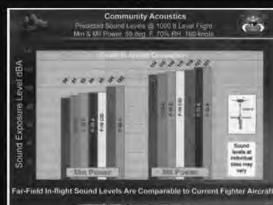
• AF has asserted that the Final EIS overstated F-35 noise & it is not as loud as originally projected

• Recently released JSF SPO & Lockheed Martin chart from Edwards AFB Acoustics Test, dated April 2009, shows F-35 Sound Exposure Level, at MIL power & 1000 ft AGL, to be exactly **121 dB"4"**

• **RESULT 1 – Latest AF Edwards AFB F-35 Noise Test Data VALIDATES Final EIS estimates**

• **RESULT 2 – Final EIS (p 7-13) states F-35 is approx 9 dB louder than F-15 on takeoff & would be perceived to be TWICE as LOUD**

AF Edwards F-35 Noise Test Data Page 9



F-35 Noise Comparisons to other Fighter Aircraft

• In making its case that the F-35 will not be noisier, the AF has used comparison aircraft that are either:

- Not stationed at Eglin
 - F-22 and F/A-18E/F aircraft
- OR
- Have higher thrust engines than Eglin aircraft
 - F-15 or F-16 with F100-PW-229 engine

• **The only "Fair" noise comparison for Eglin is F-35 vs. F-15/F-16's with the F100-PW-100/220 engine**

Average (DNL) vs Peak Noise Levels

- Day-Night-Average Noise Level (DNL) determines the amount of Annoyance, Aggravation, Sleep Interference, etc. humans will encounter
- This is an AVERAGE noise level
- Important ear health issues are determined by:
 - ✓ Peak Noise Level and Noise Duration
- **Irreversible hearing damage can result from repeated high noise level exposure over periods of time**
- The National Institute for Occupational Safety & Health (NIOSH) has recommendations for maximum sound exposure per day
- High F-35 noise levels will be problematic both on and off base

NIOSH

Maximum Recommended Daily Noise Exposure Levels
Without Ear Protection Devices (Earplugs or Ear Muffs)

"A" Weighted

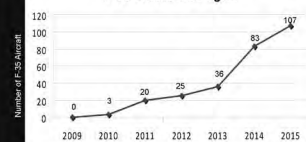
85 dB	8 hrs
100 dB	15 mins
105 dB	4 mins 43 sec
106 dB	3 mins 45 sec
115 dB	0 mins 28 sec
121 dB	0 mins 7 sec

• For F-35 Takeoff Level of 121 dB (@1000 ft alt) – only 1 Takeoff/day allowed

• For F-35 Landing Approach Level of 105-106 dB (@500 ft alt)
– 32-40 passes/day maximum allowed @ 7 sec/pass
– @ 14 min average intervals (AF provided number) from 7AM-10PM
= 60 passes/day
= **20-28 passes/day MORE than allowed**

3/7/2012
1697 TU

F-35 Aircraft at Eglin



- Noise intensity will dramatically increase after 2013
- Window of opportunity 2009-2011 to effect a noise solution

Note: Aircraft numbers are approximate, Ref: Final EIS (p 7-28, Fig 7-6)

Bottom Line:

Both recorded and measured data show the F-35 to be **SUBSTANTIALLY** noisier than F-15 & F-16 aircraft stationed at Eglin AFB for the last 35 years!

AND THE F-35 WILL BE AT EGLIN FOR MORE THAN 30 YEARS!!

F-35 Bed-down Location Options

- Assessment of FEIS Alternatives (Chap 7 & Annex K) by a panel of engineers (Valparaiso residents) reveals that NO FEIS Alternative solves the high noise level problems that will plague Valparaiso, Niceville, Shalimar, Destin, & Eglin Base Housing
- **Bed-down of F-35 aircraft at some location deep in the Eglin Land Range Complex, such as Duke Field, is the only option that will reduce noise to acceptable levels in established communities surrounding Eglin Main.**
- The SEIS process must **SERIOUSLY** evaluate such options

Important Note:

BRAC 2005 Town Hall Meeting
6 PM, Thursday, 21 May 2009
Niceville High School Auditorium

Col McClintock will Brief

"Summary of Information & Programs"

Followed by a Q&A Period

Please plan to attend and

BRING your Questions!

1697 TU

From: Tom Kennedy [REDACTED]
 Sent: Thursday, February 23, 2012 2:57 PM
 To: AETC/A7P Workflow
 Subject: F-35 article on noise
 Attachments: F-35 noise article.doc

David,

It was nice meeting you the other night. I have attached one article regarding F-35 noise being 4 times as loud as F-16 noise. **NO-1**

Tom Kennnedy
 Sierra Vista

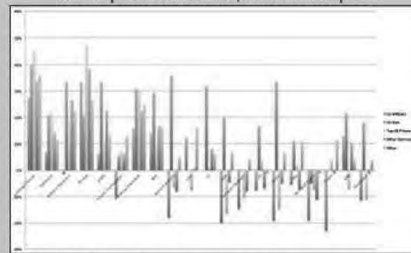
1697 TU

F-35: I am Fighter, Hear Me Roar

Nov 01, 2009 13:28 EST

Related Stories: [Americas - USA](#), [Europe - Other](#), [Fighters & Attack](#), [Issues - Political](#), [Official Reports](#)

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Advertisement



F-35A #AA-1
 (click to view full)

At the end of September 2008, [NWF Daily News reported](#) that noise complaints from local residents may threaten the F-35 Joint Strike Fighter's proposed Integrated Training Center at Eglin AFB, FL. Maj. Gen. Charles Davis was speaking at the roundtable symposium organized by the Economic Development Council of Okaloosa County, where he said that:

"The real issue we have to help deal with is doubled flight operations [up to every 30 minutes].... I can't imagine that any community in the world would not like to have a (JSF training center). It's a great mission to have.... I've got to park these airplanes somewhere. I don't think (Eglin losing the JSF mission) is going to happen, but I have to prepare for that."

Since then, F-35 noise levels that are reportedly up to 4x louder than early-model F-16s have made noise a basing issue beyond the United States. Recent developments involve Australia.

1697 TU

Decibels and Noise Levels



Maj. Davis' sticking point is a side effect of the F-35's 40,000 pound thrust single engine, which currently enjoys a large lead as the most powerful fighter engine on the market. That's helpful for the fighter, but not so helpful when it comes to audible noise; the F-35 is reportedly close to 2 times louder than the F-15 fighter, and close to 4 times louder than an F-16. This issue has forced a delay in critical approvals for Eglin AFB, and has also become an international concern.

With respect to perceptions of loudness, every 10 decibels will double apparent volume, so a 10-decibel difference is about 2x as loud, a 19-20db difference is 4x as loud, and a 30db difference would be about 8x as loud.

1698 BO

From: pamela lodal [REDACTED]
Sent: Monday, February 27, 2012 6:10 PM
To: AETC/A7P Workflow
Subject: F-35 jets in Boise

I am a homeowner that would like to weigh in AGAINST a potential future training center at Gowen field for the F-35 jets. My home is on the flight path and we already experience the negative impact of aircraft in the area. The noise is awful and I do not like having a nice meal disturbed with rattling windows as these jets fly overhead. I like my windows open whenever possible and the noise from these jets is intolerable.

GE-4
NO-8

I also would not like to have my hearing affected, our air quality burdened and definitely not like to see the value of my home decrease. OOOps - there goes another one. Please fly these jets elsewhere.

NO-6
AQ-1
SO-1
GE-4

Pamela Lodal



Final
June 2012

1699 BO

From: Andrew and Sandy Provant [REDACTED]
Sent: Thursday, March 01, 2012 3:58 PM
To: AETC/A7P Workflow
Subject: F-35 Jets at Gowen Field, Boise, ID

I am very much opposed to the Air Force's proposal to bring F-35 jets to Boise. The fact that a large residential area would be deemed incompatible for residential use because of the noise levels above 65 decibels makes this proposal unacceptable. The proposal states that the increased noise levels would be annoying, cause classroom impacts, increase the risk of hearing loss, and cause sleep disturbances. Residents living in or near this area would also be affected adversely by the negative impact on their property values. [REDACTED]

While the Draft Environmental Impact Statement (EIS) identifies four schools and thirteen day care centers within the >65 decibel area, there are several more schools, including Boise State University, Garfield Elementary, White Pine Elementary, Timberline High, Trail Wind Elementary, Les Bois Junior High, Riverside Elementary, Whitney Elementary, Monroe Elementary, South Junior High, Sage International School, Lakewood Montessori, and several day care centers that are barely outside this area. The Air Force does not have definitive loudness studies for the F-35. How can we be assured that noise levels will not adversely affect these schools and the residential areas around them? How accurate is the EIS? The World Health Organization states that noise levels above 50 decibels can cause health and mental problems. In looking the map of the area which would be deemed incompatible for residential use, one easily sees that all the aforementioned schools and their adjacent residential areas would most likely be affected by noise levels above 50 decibels.

In addition to our schools and residences, our city parks and sports complexes will be adversely affected. The Simplot Sports Complex, where hundreds of residents go to play sports and cheer on their children, lies directly in the >65 decibel area, as do Owyhee Park, Shoshone Park, Cypress Park and Lowder Park. Boise State's football stadium and several city parks including Julia Davis, Ann Morrison, Kathryn Albertson, Ivywild, Manitou, Williams, Baggeley, and Phillipi are not far outside the boundary either. Many of Boise's residents picnic, play sports and take their children to play at these parks. For those of us living near these parks, our quality of life would be negatively impacted by this proposal. We already hear the large jets that occasionally take off and land at the airport.

The EIS states that "proposed CO emission under scenario B3 would exceed the conformity de minimus threshold of 100 tons per year." Air quality is already an issue in the Treasure Valley. Why would we support something that would only increase our air pollution and adversely affect our citizens' health?

We are fortunate to have a wonderful quality of life in Boise. We do not want to jeopardize that by increasing our air pollution, diminishing our children's ability to learn, interrupting our sleep, negatively impacting our ability to hear, or eliminating our ability to enjoy our backyards and public open spaces. I'm sure the Air Force can find a location further away from a population center which would be far more suitable to base the F-35 jets.

Sincerely,

Sandy Provant

1700 LU

From: Carmel Sabou [REDACTED]
Sent: Wednesday, February 29, 2012 12:51 PM
To: AETC/A7P Workflow
Subject: F-35 jet fighter input

Hello

My name is Carmel Sabou, I reside in the Thompson Ranch neighborhood [REDACTED] in direct path of the F16 take off trajectory where I get F-16 jet fighters training directly above my home. I purchased my home on Nov. 14 2011, and I signed the paperwork explaining that Luke Air Force Base was in the vicinity and that it conducts a certain amount of missions throughout the year. I did not realize however just how loud these jet fighters were until I moved in. There have been days where the noise level is so high that one can not hear another one unless yelling at them across the room. It is at this point when I realized just what a nuisance it can be to have a US air force base so close by. I do understand that this air force base has been here since 1941 way before any neighborhoods were built. In that day and age it might have been the perfect place for training and other jet fighter exercises. However today there are many neighborhoods, homes, and communities that are impacted by Luke Air Force Base. The closer one gets to the Air Force Base (North to South and West to East) the more they see downgraded neighborhoods, homes, and communities.

The immediate surrounding area is probably the most impacted and affected by the noise level and the neighborhoods definitely show it. It is safe to say that the city loses in lost revenue in property taxes, combating crimes, and other such events or matters.

Looking into the near future one does not have to look very far to see what it might look like. I would definitely hate to live in an area where crime is on the rise, noise pollution is higher, and the overall feel and appearance is poor. Bringing the next jet fighter to Luke Air Force Base the F-35 with twice the noise level output as the F-16, would not be good for the immediate surrounding community in the radius of 7-10 miles. The community would be impacted for the worse. Although I love the design of the F-35 and what the US Air Force stands for I am not a fan of noise pollution and having to live in an area where my two options to simply communicate with my wife are yelling over the jet fighter noise or not talk at all for the duration of the noise and communicate through hand gestures instead, I feel is a ridiculous way to live. Now in all honesty there have been days where the noise level was not so high and it was reasonable and tolerable. It is the other times I am talking about, when the noise pollution becomes too much for any civilized human to tolerate. This usually occurs when the jet fighters fly at a lower altitude and/or are grouped up in pairs of two or more, but mostly low altitude. Taking into consideration that the F-35 would make twice the noise of the F-16, is a cause for concern for any property owner in the surrounding area. If the US Air Force decides to bright the F-35s at Luke Air Force Base, the only solution left to me as a property owner is to sell my property and move on. If others also feel the same way I do and also do that, then what have you got?

A poor community that is deserted, property prices fall, city revenue falls, crime rises and gang activity soon follows. I would hate to think that the US Air Force would be the main element to cause this to happen. Times definitely do change it is true... but the question is: is it for the better or is it for the worse?

Sincerely:
 Carmel Sabou
 [REDACTED]

Final
 June 2012

1701 TU

From: Marylka Pattison [REDACTED]
Sent: Thursday, February 23, 2012 9:44 PM
To: AETC/A7P Workflow
Subject: F-35 in Tucson

I'm attending an F-35 Public Hearing in Tucson tonight, and am much more impressed by the speakers supporting the F-35 than the whiners opposed to it. I'm a 61 year-old Tucson native and I would love to see the F-35 in Tucson. My father was a Tucson native World War II B-29 pilot who would say no airplane could spoil his quality of life, but the huge increase in Tucson's population since his 1920s childhood had drastically destroyed the quality of life here. I think most complainers are in that invader population. My 89 year-old mother who lives in midtown would also support the F-35 in Tucson. Please bring the F-35 to Tucson!

Sincerely,
Marylka Pattison
[REDACTED]

GE-3

1702 TU

From: German Quiroga [REDACTED]
Sent: Monday, February 20, 2012 12:34 PM
To: AETC/A7P Workflow
Subject: F-35 in Tucson

To Whom it May Concern:

The proposed stationing of the F-35 in Tucson would not be appropriate for the community of Tucson. The noise factor is the number one concern of our community and should be a concern for the Air Force as well. Please make it a priority in fixing what's wrong with the F-35. Thank you!

GE-4
NO-1

Sincerely,
German Quiroga
[REDACTED]

Final
June 2012

1703 BO

From: Jan English [REDACTED]
Sent: Thursday, March 01, 2012 11:20 AM
To: AETC/A7P Workflow
Subject: F-35 in Idaho at Gowan Field

No no no no no no no they should not be in anywhere in the Treasure Valley of Idaho. Not anywhere near Boise and not at Gowan Field. My home, not my house but my HOME, which I dearly enjoy, is in the flight pattern. I've experienced jet noise from military jets and it has affected my hearing. When a squadron from Oregon was stationed at Gowan Field several years ago, the noise they made continually gave me painful earaches. The military should not have the right to select an airfield where the noise and environmental impact can create so much harm to people who have worked hard to obtain and keep their home.

GE-4

NO-8

NO-6

GE-1

1704 BO

From: Al n Marita Noyes [REDACTED]
Sent: Thursday, March 01, 2012 1:35 PM
To: AETC/A7P Workflow
Subject: F-35 in Boise, Id

We just spent 2 weeks on a airforce base visting our son and his family. Getting back to Boise, sitting in my chair, I realized I was missing the sound of the planes taking off. (F-16, F-15, f-22, KC-135, C-17) Now thats a lot more then we will ever have here in Boise. Hearing them just make me feel good as an American. People of Boise should have thought about where they were buying or building a home before this, Thank God they speek english.
Bring on the F-35 they are welcome. Al n Marita Noyes

GE-3

1706 BO

From: The McCulloughs [REDACTED]
Sent: Tuesday, February 28, 2012 10:58 AM
To: AETC/A7P Workflow
Subject: F-35 Draft EIS

Mr. Martin,

The proposed stationing of F-35 fighters in Boise is not welcomed by the community. The location of the [REDACTED] **GE-4** airport is in the center of an urban area and will cause noise disturbance to almost a third of the population of [REDACTED] **NO-11** the city. We respectfully ask that you consider other more appropriate locations. [REDACTED] **GE-1**

Thank you,

Peter J. McCullough
Boise, ID

1705 XX

From: Bill Bergen [REDACTED]
Sent: Wednesday, February 22, 2012 5:29 PM
To: AETC/A7P Workflow
Subject: F-35 HEARINGS..

I'M VERY SORRY THAT I WAS NOT ABLE TO ATTEND ONE OF THE HEARING..BUT I WANT YOU TO KNOW THAT I SUPPORT THE F-35 PROGRAM ALL THE WAY..
THIS COMMUNITY WOULD BE BRAIN DEAD IF THEY REJECTED IT..JOBS, JOBS, JOBS..AND INCOME AND PRESTIGE FOR THE COMMUNITY..
THANKS FOR INCLUDING ME..
REPSPECTFULLY, BILL BERGEN

GE-3

1707 BO

From: Bob Christensen [REDACTED]
Sent: Tuesday, February 28, 2012 1:00 PM
To: AETC/A7P Workflow
Subject: F-35 deployment to Boise

To: USAF

From: Robert J Christensen

RE: F-35A proposed deployment to Boise, Idaho

Date: 2/28/2012

Dear Sirs,

The noise generated by the F-35A's would deliver the "not suitable for residential use" designation to over 10,000 homes. [REDACTED] **SO-1**

It is my opinion, that this fact renders Boise as an unacceptable candidate for deployment and I urge you to consider more suitable [REDACTED] **GE-1** locations.

Respectfully,

Robert J Christensen

[REDACTED]

1708 BO

From: Volle, John, P (Patrick) [REDACTED]
Sent: Wednesday, February 29, 2012 6:16 PM
To: AETC/A7P Workflow
Subject: F-35 comments

To whom this may concern,

I live in the University of Arizona area and am in the direct flight path of planes from Davis Monthan (DM) and it is at times unbearable. My windows shake and the noise is so loud I can't even hear the person sitting next to me. I can't hear my phone ring, etc. It's really unbearable and there has been no relief....and, I've live in the same house for the past 20 years!

I've been to public comment sessions on the F-35 and I know it is even louder that the current plane at DM.....needless to say, I'm completely and totally against this plane being stationed at DM. Please do what you can to encourage a different flight path for the current plane at DM (not over Tucson, etc.) and register my vote against the F-35 coming to Tucson.

Thank you for the opportunity to voice my opinion.

Sincerely,

Pat Volle

NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.

GE-17

1709 LU

From: Randall Weir [REDACTED]
Sent: Thursday, February 23, 2012 7:49 AM
To: AETC/A7P Workflow
Subject: F-35 basing

I'm a retired Master Chief Petty Officer living outside Sierra Vista, AZ. I am writing to support basing the F-35 [REDACTED] GE-3 in this area. Great weather for training purposes.

I must say the only word I heard about the meeting was on Channel 4 out of Tucson. Might have gotten the [REDACTED] NP-14 word out better.

Randall Weir, MCPO ret.
Sierra Vista, AZ

1710 BO

From: Al Freeman [REDACTED]
Sent: Thursday, March 01, 2012 9:45 PM
To: AETC/A7P Workflow
Subject: F-35 based in Gowan Field. Boise, ID

Kind people:

I am totally in favor of your determination to base the F-35 at Gowan Field in Boise, Idaho. Your primary considerations are found here: moderate altitude for takeoff efficiency, desert weather with lots of sunshine, moderate weather with wind primarily from the NW or SE, close to multiple perfect training ranges, reasonable housing and living costs for your people, good access by all modes of transportation, excellent higher education facilities, to name a few. [REDACTED] GE-3

I am distressed with the testimony you heard here from the "anti" group. The arguments are juvenile.

A little background. I am 75 and my wife and I retired to Nampa in 2001.

I lived in Tucson the summer of 1955. That was when the F102 Starfighter was flying - short stubby wings - and had to use the afterburner to take off from Davis-Monthan AFB. At night, you could see the afterburner high in the sky and the roar was distinctive even at that distance. The afterburners were turned off when the plane got over the city. The flame would go out, but the sound kept on. Then, came the "whomp" of the afterburner being shut off. It was an awesome sound and not objectionable.

I visited my sister in Seattle when she lived a couple of miles north of the SEA-TAC airport. Her street was directly in line with all incoming and outbound aircraft of one of the runways. When landing, I mean right above the house maybe 300-400 hundred feet. They were higher when taking off. The first plane was like a locomotive going through the front room. My sister did not even hear it!

The housing development was built not too far from a main line RR track. The homes that backed up to the track just would not sell. A real estate agent took on the job. She put a high value TV in the living room. She would not take anyone through the house other than just before the train would pass by. The prospective buyer(s) would arrive and tour the house and then she would turn of the TV and make sure everyone could comfortably hear the program. The train would pass by and afterward, she would, in her sales presentation, let the buyers know that if they bought the house, the TV would be included. As an afterthought, she asked if they had heard the train. Response? No one heard the train. She sold all of the houses and earned a very nice incentive bonus.

So, I say about those people that oppose the F-35, it is like my wife says in describing a Sunday School class as the place where people gather to share their ignorance's. I guess I would call them ignorant. As to the lady that said thousands of gallons of fuel would be spilled, the truth is that the amount of fuel used by the F-35s pale in what all of the other airplanes that fly to/from that airport carry and use to take off and land.

HERE ARE THE REAL FACTS: In 2010, all aircraft in the Treasure Valley from all of the airports, including all of the military aircraft, represent 4.1% of the CO, 0.7% of the NOx, and 0.9% of the VOC in our air. The CO standard is 9 PPM and our readings in Boise are at 2 ppm. These amounts of NOx and VOC are so minuscule that they aren't enough to affect formation of ozone in summertime and would not register on any monitor that measures parts per billion. In wintertime, these amounts of NOx and VOC are not sufficient to make any impact of PM2.5. Also, the level of **vehicle** NOx in Ada and Canyon counties is 20.5% and the report on a study as to whether vehicle NOx added to the PM2.5 level during wintertime was "inconclusive." In other words, the additional air pollution from the F-35 being stationed here is virtually nil.

My information is from the 2002 Northern Ada County PM 10 State Implementation Plan data called by the EPA and "well documented" and whose projected levels of air pollution were affirmed in November 2009 utilizing EPA's MOBILE6.2 program. Based on EPA's old outdated MOBILE6 program, DEQ's 2008 Emissions Inventory shows aircraft NOx at 1.28% and VOC at 0.28%.

Over time, people adjust to all kinds of variations in their environment: lights, sounds, movements, animals, weather conditions, even other people. It is just a matter of time for them to get used to it. This is still a free country and if anyone finds something intolerable, there are many solutions and in some ways, it is like someone coined, sometimes God calms the storm, and sometime He calms us.

I have given you some solid scientific facts on which you can dismiss some of the, to me, outrageous claims you hear at public meetings.

I am available to provide you with the documentation to support my statements should you wish to request it.

Regards,

W. Allen Freeman
[REDACTED]

Final
June 2012

1711 LU

From: Judy [REDACTED]
 Sent: Saturday, February 18, 2012 4:42 PM
 To: AETC/A7P Workflow
 Subject: F-35 at Luke

Add my name to say "YES" bring the F-35's to Luke. **GE-3**
 Judy Sattelmeyer

[REDACTED]

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1712 LU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Sandra Pichette

Organization/Affiliation: _____

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: When it comes to any project there are always positive and negative aspects. For this case, the positive side outweighs a few very small negative issues. I once lived in an industrial city that needed a tunnel. Small 24/7. The sound of the present F-16, and hope fully the F-35 would be far welcome over this small that I endured for years. I lived in Gordon H. for 9 years and just recently moved to Las Cruces. I truly miss the sounds of the F-16's. Luke AFB is a very modern and a great asset to have in the Valley. One aspect that some people forget is that Lakeland was here many, many years before the homes were built. If you object to the AFB then move to another city. My wife and I attended the meeting at Big Horn Ranch on Feb 13th and it was very obvious that almost 100% of the 500+ attendees were in favor of the F-35's coming to Luke AFB.

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS

GE-3

Final
 June 2012

1713 LU

From: [REDACTED]
Sent: Tuesday, February 21, 2012 10:22 AM
To: AETC/A7P Workflow
Subject: F-35 at Luke AFB

I would like to give my support to the mission of the F-35 aircraft at Luke AFB. Luke AFB seems ideal for this purpose and the F-35 is a vital element in our nation's security (as is the F-22 Advanced Tactical Fighter, et al). Yours truly, Ronald Lambert

GE-3

1714 BO

From: Ann and Bob NIELSEN [REDACTED]
Sent: Thursday, March 01, 2012 1:41 PM
To: AETC/A7P Workflow
Subject: F-35 at Gowen Field, Boise, ID

This is in response to the proposed F-35 fighter jet being stationed at Gowen Field which I am very much opposed. I live in close proximity to Gowen field, north of Interstate 84. I find the A-10 fighter planes as well as the commercial flights to be fairly non intrusive. I do find the fighter jets (F-16?) that are out of Mountain Home AFB that buzz the Boise airport on a regular basis to be very intrusive with noise levels that prevent normal conversations as well as rattling the house and contents. The F-35 could only be much worse. I would like to go on record therefore, that I am opposed to the F-35 being based at Gowen Field as well as Mountain Home AFB due to very high noise levels as well as safety concerns.

GE-4

NO-8

NO-1

GE-4

SA-1

Sincerely,
Robert B. Nielsen

[REDACTED]

Life is not about waiting for the storm to pass....It's about learning to dance in the rain. [REDACTED] Vivian Greene

1715 BO

From: Jim DuFrain [REDACTED]
 Sent: Tuesday, February 28, 2012 6:52 PM
 To: AETC/A7P Workflow
 Subject: F-35 airplanes at Gowen Field, Boise, ID

The F-35 has the power to take off in any direction I believe. A little common sense would have the pilots taking off in the direction away from the Cities and would come out of “burner” as soon as they reach 2000’ perhaps and climb to their FL using the enormous power they have. Every takeoff does not have to come over the Cities (Boise and Nampa) with full burner going until they reach, or near, their FL. It’s showboating to think otherwise. A little common sense would go a long way here. It can be compared to the Harley Riders with their illegal and excessively noisy exhaust systems drawing attention to themselves—Hey, look at us!! The fighter pilot mantra is perhaps “I feel the need for speed” to quote a line by Tom Cruise in a famous movie.

NO-29

There will also be engine replacements and an accompanying engine trim at times. While in the Air Force at Paine Field, WA I could hear the F-102’s on the trim pad 14 miles away at my home in North Seattle under certain wind conditions. Is an engine trim still required after an engine change or a serious engine problem?

NO-41

Think of another location folks. I tolerated the excessive aircraft engine noise for 20 years and 22 days because I had to. We have a choice and now is the time to forbid it from happening.

GE-1

Sincerely,

James DuFrain Msgt. USAF Retired

1716 LU

From: Shannon Rounds [REDACTED]
 Sent: Friday, February 17, 2012 12:45 PM
 To: AETC/A7P Workflow
 Subject: F-35 @ Luke AFB

Dear Sir and Madam,

My name is Shannon Rounds, my family and I moved to the west valley in 2003.

Upon buying our house, one of the papers we had to sign was a notice that we knew Luke was near and the sound could be intrusive. We didn't care. We signed the paperwork with joy. In our minds and hearts, the base has been there longer than us and deserved to stay.

When newer people starting moving in and making a big stink about the noise, I knew they had to sign the same paperwork as I and they didn't have a leg to stand on. To me and my children, it is with awe that we watch and listen as the jets take off on their maneuvers. We love it.

GE-3

Now with the new jets, the F-35's, people are making a big fuss about the noise again. Well I say, if you need new equipment to keep doing your job, who am I to stand in the way of progress? It is no different than any company buying bigger and better to make their jobs easier. So what if the noise level goes from that of a "lawn mower" to a "motorcycle". My husband rides a Harley and when I get the fortunate chance to ride with him, hell ya', I love the noise.

So, to make a long note short, you have our full support in bringing the new F-35's to Luke AFB. We appreciate all you and your fellow brothers and sisters have, will, and will continue to do for us. God Bless.

Sincerely,

Shannon Rounds
 Litchfield Park, AZ

1718 LU

From: Russ Mc [REDACTED]
Sent: Thursday, February 23, 2012 2:11 PM
To: AETC/A7P Workflow
Subject: F35s in Tucson

I am biased as I am a retired USAF MSgt but bring them on and please fly over my place in Hereford AZ.
I still get goose bumps when I see and hear a military plane but Im 71 and from the old school of staunch patriotism..] **GE-3**
Thankyou and good luck on bringing them in!
Russell McLeod MSgt USAF (ret)
Hereford Arizona

1717 TU

From: Michael Bauer [REDACTED]
Sent: Tuesday, February 28, 2012 6:02 PM
To: AETC/A7P Workflow
Subject: F-35 -- public comment

With all due respect, sirs: this plane belongs in Boron. Please. What are you thinking??
Barstow is not such an awful place to live & is reasonable commuting to Edwards. Please do NOT put this] **GE-1**
plane in Tucson.
Yours truly, Mike & Paula Bauer

1719 TU

From: thehoz [REDACTED]
 Sent: Sunday, February 26, 2012 1:37 PM
 To: AETC/A7P Workflow
 Subject: F35s are far too noisy to base them in Tucson

The F35 should not be stationed in Tucson. One can't judge just by increased decibels. I have read several articles on tests show that the F35 is twice as loud as an F16. I work next to Tucson International Airport. The F16s are extremely noisy on takeoff with afterburners. I can hear the roar inside the building. I also work at Rita Ranch (10 miles away), where the F16s fly over after takeoff. I can hear the roar inside this building as well. I live in [REDACTED] and also get air traffic from Davis Monthan Air Force Base. The A-10s are quite acceptable. The F16s cause a roar inside the house. They wake me up during "operation Snowbird", even though I spent \$14,000 on triple pane windows to reduce noise. It is impossible have a conversation outside at any of these locations when F16s are taking off.

Of course, it was my decision to buy where I did, but that was based on A10s.

The thought of F35s creating twice the commotion is scary. My house would decrease in value, perhaps to less than what I paid for it 12 years ago. Sleep interruption could be nasty. Concentration at work would be impacted. There is also a health issue. Based on what I have read, the F35 could cause hearing loss. The F35 will be too low to the ground flying over schools, and children exposed the the noise could suffer hearing loss.

GE-4

NO-8

SO-1

NO-3

SO-23

NO-6

EJ-2

1720 TU

From: Carol [REDACTED]
 Sent: Saturday, February 25, 2012 10:59 AM
 To: AETC/A7P Workflow
 Subject: F35A

I am in total support of having Tucson as the training base for our newest fighter jets. As a 20 year Tucson resident, it has been my pride and pleasure to see our fighters in the sky above on their training flights. What a thrill seeing them overhead from the U of A football stadium or from my patio.

Not only do they offer a sense of security and pride in our military, but their presence leads to a better economic environment. The addition of the standout flight crews and support staff to our population makes Tucson a better place. I volunteer at children's crisis center (we have up to 50 babies to 10 year olds 24/7) and the military from Davis Monthan are generous and caring with their help and donations at Christmas.

Don't lose that tremendous resource for Tucson.

Sincerely,
 Carol Howe

Sent from my iPad

GE-3

1721 LU

From: [REDACTED]
Sent: Thursday, February 23, 2012 9:40 PM
To: AETC/A7P Workflow
Subject: F35A TRAINING AIRCRAFT EIS

I continually get perplexed by people who complain about the noise around Luke AFB. People, its been an AIR FORCE BASE for way more years than your homes have been crowding up against the edges of the base.

I totally support the F35A for Luke AFB. What other base has so many sunny and great days for flying???? NONE! And that's the truth.

Luke AFB is a great base and has been a training base for years and years. They have the set up, the people, the desire for it and lots of support for it.

GE-3

I wonder if the people who are opposed to it and live near the base realize just how the value of their homes would go DOWN a whole lot if they don't get this F35A????????? This base supports the lifestyles for the homes around it. It pours much money into the economy of that city and the state of Arizona.

I vote for LUKE AFB for the F35A.

Sincerely,

**Bernadette A. Beyers
Mesa, AZ. [REDACTED]**

1722 BO

From: Sherelyn Korth [REDACTED]
Sent: Tuesday, February 28, 2012 2:31 PM
To: AETC/A7P Workflow
Subject: F35A Proposal

We would like to go on record as being very excited at the prospect of having the F35's based in Boise. We are retired, so the prospect of new jobs has no benefit for us directly. However, having lived through several wars we are pleased when we hear the military planes training. This intermountain region has miles and miles of wonderful training area for these planes and men. We hope that Boise will be chosen and look forward to seeing and hearing these planes overhead as they train to protect us and our way of life.

GE-3

Thanks,
Grant & Sherelyn Korth

1723 TU

From: Joan Keaney [REDACTED]
Sent: Thursday, February 23, 2012 10:25 AM
To: AETC/A7P Workflow
Subject: F35

Tucson has proven, in the past, that we have all that is required - air space, climate, dedication, etc. to take on the mission of helping to develop and train those who will support the F35. We cannot let this opportunity pass us by.] GE-3

Joe Keaney

1724 BO

From: Mike Smith [REDACTED]
Sent: Monday, February 27, 2012 9:12 AM
To: AETC/A7P Workflow
Subject: F35 Stationing at Gowen Field in Boise Idaho

Stationing the F35-A aircraft at Gowen Field in Boise, Idaho is NOT a good idea. The related Environmental Impact Statement (EIS) confirms that there will be over 10,000 residents, schools, child care centers exposed to noise levels greater than 65 dB. The potential hearing loss for this large number of residents, coupled with noise irritation and sleep impacts should make this a "no-brainer no-go" decision.] GE-4
] NO-11
] NO-6

The more prudent decision would be to reverse the fielding plan and station the F-35 aircraft at Mountain Home AFB and the "logistical support piece" at Gowen Field. The remote airfield location of MHAFB, coupled with the fact that the F15 aircraft have been flying there for several years, make this an ideal "win-win" situation.] GE-12

COL(Retired) Mike Smith
[REDACTED]

1726 BO

From: Craig Nielsen [REDACTED]
Sent: Thursday, March 01, 2012 12:26 PM
To: AETC/A7P Workflow
Subject: F35 Boise

I am opposed to Boise being considered for the placement of F35s.

This is a growing urban area with a great quality of life. I feel the trainings out of Gowen Field is not a reasonable option and I will support all attempts to place these planes here. These type of aircraft should be based in low population areas. It is unfortunate that Mountain Home is unable to place this craft but Boise/Gowen Field is not an option.

GE-1

Craig Nielsen
[REDACTED]

1725 TU

From: Dave Bilgray [REDACTED]
Sent: Thursday, February 23, 2012 5:02 PM
To: AETC/A7P Workflow
Subject: F35 comment

Re F35 in Tucson.

flyover
flyover
flyover

with full power

several times

How can we judge, unless we hear what it's actually like?

If the noise is nearly double the F-16, that's much too loud for any populated area.

Dave

GE-2

NO-37

1727 LU

From: April Haldeman [REDACTED]
Sent: Monday, February 20, 2012 7:44 PM
To: AETC/A7P Workflow
Subject: F35 At Luke Air Force Base

This email is to let you know that **we support the F35 aircraft coming to Luke Air Force Base in Arizona**. We have been residents in Peoria for 13 years and the F16 aircrafts have flown over our home many times in those 13 years. At no time has the noise been a problem for us, in fact, when we hear the aircraft fly over it is a reminder of our freedom and of the great military personnel who protect our country. Even if the F35 is a bit louder than the F16 we have no problem and feel the same way about the air force base and its personnel.

GE-3

We are also very pleased to have the air force base and its personnel in our community and state. They are an asset and our economy benefits from the base.

Unfortunately we were unable to attend any of the public hearings, but are happy to have this opportunity to show **our support for the F35 aircraft in Arizona**.
 Thank you,

Michael & April Haldeman
 [REDACTED]

1728 LU

From: Brian Nelson [REDACTED]
Sent: Wednesday, February 22, 2012 4:50 PM
To: AETC/A7P Workflow
Subject: F35 at Luke Air Base, AZ

I have lived in the west valley since 1958 except for my service time in the Navy and College. I fully support the F35 coming to Luke AFB. I live at [REDACTED]. I am not in the flight path. But I consider the sounds of military aircraft the sound of freedom.

GE-3

The aircraft noise contour of the F35 vs the F16 is really not discernible to the human ear unless that is all they are listening to.
 But in everyday life no one will notice the difference.

NO-9

Luke AFB offers so much more to the training pilots and the USAF than any of the other location. Not just the availability of practice ranges and the number of sorties that can be completed, but the availability of night sorties all year long.

GE-3

With such citizen support how can Luke not be selected? Answer is; Luke should be!

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Sent from my mobile device

<div>1729 LU</div> <div><div><div>From: Dave Wierenga</div><div>Sent: Sunday, February 26, 2012 3:31 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F35 At Luke AFB</div></div><div>My Name: David Wierenga</div><div>Organization /Affiliation: Home owner</div><div>Address:</div><div>City, State, Zip:</div><div>Comments: I feel that Luke AFB is a benefit to our community in their support of Hospitals, Doctors, Grocery Stores, Auto Dealers, Real Estate and other sorts of commerce along with Churches. The noise impact is minimal, especially for us old retired folks who can't hear too much anyway. I sincerely hope the Government chooses Luke as the F35 Pilot Training Center.</div></div>	<div>1730 BO</div> <div><div><div>From: Anita Tanner</div><div>Sent: Tuesday, February 28, 2012 2:59 PM</div><div>To: AETC/A7P Workflow</div><div>Subject: F35 A</div></div><div>Please, oh please, do not consider flying F-35's out of Gowen Field. I live in Columbia Village and walk and run up Grand Forest Drive every day. When the F-15's fly over periodically it is deafening. It actually hurts my ears. I can't imagine having planes that are twice as noisy flying out multiple times a day. If landing F-35's is four times as loud as F-15's on landing, I cannot imagine enduring that kind of noise,</div><div>Also, our property values would plummet. I moved here in 2004 after my husband died for a quiet neighborhood.</div><div>The news article I read said one or two schools would be impacted. The impact map shows Hillcrest Elementary and Owyhee-Harbor Elementary would be impacted. But two schools in my neighborhood would also be impacted according to the impact map I printed out from the internet...Trail Wind Elementary and Les Bois Jr High are within ¼ mile of my house.</div><div>Please do not allow these planes to ruin our property value as well as children's schools and all of our hearing.</div><div>It seems common sense to look elsewhere for the placement of these planes. Thank you. --Anita Tanner</div></div>
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1731 BO

From: Colin Bonner [REDACTED]
Sent: Wednesday, February 29, 2012 2:27 PM
To: AETC/A7P Workflow
Subject: EIS

To whom it concerns,

Just a quick note of support for the Boise ID, area to a base for the F-35A. I personally couldn't make it to the hearings and I feel I speak for the majority of residents in the area that we greatly support the Boise valley as a base for the F-35 jets. I am certain the Boise area would be a perfect fit for the fighters and they would fit well in the community.] GE-3

Thank you,

Colin Bonner
[REDACTED]

1732 TU

From: Mike High [REDACTED]
Sent: Friday, February 17, 2012 8:51 PM
To: AETC/A7P Workflow
Subject: Draft EIS for Tucson

Name: Michael High
Affiliation: Local Industry Engineer
Tucson AZ

Comment:

I have read the EIS, and it is clear that the basing of the F-35 at Tucson will have a very positive effect on the local economy by creating a lot of jobs, and will have a very minimal impact on the environment in the form of perhaps slightly more noise. I am very knowledgeable about the flight paths to and from Tucson International Airport and the local training areas, and am convinced that any additional noise will have no negative impact on residents or wildlife.] GE-3

I strongly support the basing of F-35s at Tucson.

1734 BO

From: Kathy Belknap [REDACTED]
Sent: Thursday, March 01, 2012 12:25 PM
To: AETC/A7P Workflow
Subject: do NOT support F35 in Boise

Dear Reader,
I wish to raise my objections to bringing the F-35 project to Boise, Idaho. Please locate this project in a less- [GE-1]
populated area where the noise will not impact citizens.
Thank you for your time,
Kathy Belknap
[REDACTED]

1733 BO

From: STEVE DEBBIE CHOJNACKY [REDACTED]
Sent: Tuesday, February 28, 2012 12:33 AM
To: AETC/A7P Workflow
Subject: Do not want this Allowed

dear David Martin, Air Force Contractor, and Kim Fornof
I am a tax payer, a home owner and live near the Gowen Area. I am very adamant on not wanting this [GE-4]
training air space to go through. No F35a Training Grounds here in or near Boise.

Debra Chojnacky

1735 BO

From: Tresa Somers
Sent: Thursday, March 01, 2012 8:04 AM
To: AETC/A7P Workflow
Subject: David Martin, Air Force contractor, and Kim Fornof

David Martin, Air Force contractor, and Kim Fornof,

HQ AETC/A7CPP,

266 F St. W., Bldg. 901

Randolph AFB, TX 78150-4319

Comments to the Air Force about the possibility of placing the F-35 training squadron at Gowen Field in Boise, Idaho. I enjoy the feeling and the sounds of freedom every time I hear any Air Force Aircraft taking off or landing near my home. I understand that there is extra noise surrounding that aircraft, but like the personnel that supports that aircraft, I know that I need to understand and give up a little freedom for our country. Houses came after the airport was built. GE-3

Thank you for serving,

Stephen Somers

Read more here: http://www.idahostatesman.com/2012/03/01/2015704/a-flap-over-the-f-35.html#storylink=omni_popular#wgt=pop#storylink=cpy

A flap over the F-35

1735 BO

By KATHLEEN KRELLER — kkreller@idahostatesman.com

Posted: 12:00am on Mar 1, 2012



Monty Mericle measures the noise from a passenger jet as it takes off from the Boise Airport near his home. "That's about 70 decibels," he says. Mericle leads a group opposed to Gowen Field becoming home to the Air Force's new F-35 jet — which he says is "several times louder" than that passing plane. DARIN OSWALD / IDAHO STATESMAN

- Related Links
- [Link Visit the Air Force F-35A Training Basing Environmental Impact Statement website](#)
- [Link Visit the Save Our Valley Now website](#)

• Should the F-35 come to Gowen?

Mail, fax or email comments to: David Martin, Air Force contractor, and Kim Fornof,

HQ AETC/A7CPP,

<p style="text-align: right;">1735 BO</p> <p>266 F St. W., Bldg. 901 Randolph AFB, TX 78150-4319 Fax: (210) 652-5649 Email: aetc.a7cp.inbox@us.af.mil</p> <p>The Air Force’s proposal to house the next-generation F-35 fighter jet at Boise’s Gowen Field has pitted those who love the “sound of freedom” against those who want freedom from that sound.</p> <p>A grass-roots effort launched by a group of neighbors around the Boise Airport is gaining steam; they’re determined to have the Air Force keep Boise from ever being considered for the F-35. An urban environment is no place for a fast and booming fighter jet, they say.</p> <p>The group’s leader, engineer Monty Mericle, says his group worries it will ultimately have to file a lawsuit to block the F-35s out of fears over deafening jet engines flying over dinner tables, bedrooms and children’s classrooms.</p> <p>“Nothing in this world is harder to kill than a defense project,” Mericle said.</p> <p>His group, Saveourvalleynow.org, is working with similar groups in other states that also don’t want the noisy F-35 near their backyards.</p> <p>This week, the Air Force held public meetings to get comments on a draft environmental impact statement that lists potential impacts and possible benefits if F-35s are stationed at Gowen Field, one of four sites nationwide.</p> <p>The F-35s aren’t coming to Idaho anytime soon, but the state could be in the running for future F-35 missions, according to Idaho’s congressional delegation and the Air Force.</p> <p>The National Guard airfield at the Boise Airport was passed over in the initial selection process for the first round of F-35 training missions; an Arizona base was picked as the “preferred alternative” for the fighter’s training squadron.</p> <p>Too much costly construction was needed at Gowen Field to accommodate the jets and personnel, the Air Force told Idaho’s congressional delegation. It would have taken a minimum of \$167 million in airfield construction to house the aircraft there. Mountain Home Air Force Base also was passed over for a separate mission to permanently house F-35 squadrons.</p> <p>With that decision, Idaho lost more than \$1 billion in potential economic impact.</p> <p>Even though the Air Force has recommended putting the F-35 in Arizona, it’s required by federal regulations to complete the environmental impact process for each of the potential sites. Officials conducting the study will accept written comment until March 14.</p> <p>CAN THEY END UP HERE?</p> <p>With a Pentagon budget that is going to be slashed over the next 10 years, the F-35 rollout will likely be slowed and perhaps scaled back, officials have said.</p>	<p style="text-align: right;">1735 BO</p> <p>Boise and Idaho officials supported putting the F-35 in Boise. Today they tell residents not much has changed since Luke Air Force Base was selected as the preferred alternative in 2010.</p> <p>“It remains highly unlikely that the F-35 will come to Gowen Field at any time in the foreseeable future,” Boise city officials say in response to public inquiries. “The city of Boise will study the draft EIS and use it to inform our position on the F-35.”</p> <p>Air Force officials insist that all public input is considered in their final decision — and that won’t happen until the environmental impact study is done later this year.</p> <p>“The ultimate decision comes down to the secretary of the Air Force,” said Col. Tim Marsano, Idaho Guard spokesman.</p> <p>Idaho’s F-35 supporters say the aircraft would bring stability and longevity to the Boise base, which currently houses the 30-year-old A-10 Warthog. Like the rest of the military, Gowen Field faces potential cuts as the Pentagon downsizes.</p> <p>Backers also argue that using Gowen Field to train pilots to fly F-35 fighters would mean about 2,500 additional jobs in the Valley.</p> <p>“2,500 jobs are critical,” Lt. Gov. Brad Little said at a public hearing this week. “There is a little more work that can be done to address the noise concerns.”</p> <p>Such mitigation, he said, could include a new runway to the south of the airfield, away from Boise homes.</p> <p>MORE THAN NOISE</p> <p>Residents near the airport fear annoying noise could turn into trouble for their pocketbooks — if they have difficulty selling their homes and lose property value.</p> <p>Mericle insists the jobs and long-term mission touted by proponents won’t make up for the noise and other side effects the jets would create.</p> <p>“People have no concept of what it will be like to live here,” Mericle said.</p> <p>The Air Force’s study indicates as many as 10,000 people near the airport would be subjected to loud, frequent noise if the maximum 74 F-35 jets are placed at Gowen. The exact noise levels are unclear — which also worries the group.</p> <p>Mericle’s group contests the noise data officials generated, and it worries that Valley air quality will suffer with the increase in jet exhausts. The group says the Air Force study is flawed and has had an economist produce his own report, which is posted on the group’s website.</p> <p>Economist Kevin E. Cahill said the Air Force study doesn’t take into account the negative effects of the jets on the area’s quality of life. Among several flaws Cahill cited, he said the Air Force had overestimated the number of construction and service jobs created.</p> <p>“If this were my work and I would present this at an academic conference, I would be laughed out of the room and probably lose my job,” Cahill said at the public hearing.</p> <p>PASSING THE EAR TEST</p>
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1735 BO

Why can't the Air Force just bring an F-35 to Boise so residents can hear for themselves? The Idaho National Guard has asked several times for an F-35 test run, said Marsano.

"The answer we get is, no, they can't break one loose for that purpose," he said.

The Guard's best guess is that the planes will be slightly louder — but somewhat comparable — to the sorties of F-15 jets that fly occasionally over Boise, such as those during a week of missions out of Mountain Home last month.

Marsano said he fielded about a dozen complaints about that noise. But those jets were purposely flying a pattern over Boise to simulate an urban support mission, he said. F-35 jets based at Gowen would take off and head to military training ranges south of Boise.

MORE SUBDIVISIONS SINCE THE AIRFIELD WAS BUILT

Gowen Field was built in the early 1940s in what was then the desert far south of Boise. Since those days, residential developments have crept ever closer.

Mericle's house, for example, sits just north across I-84 from the airport. On a sunny Tuesday, commercial aircraft launched from the airport along with Gowen's existing — and relatively quiet — A10s. A passenger jet was loud enough to pause conversation.

Land-use and development decisions around the airport are based on a noise study done in the 1980s and early '90s, when very loud F-4 jets flew from Gowen Field. The city limits new residential development within the airport's "influence area" to reduce incompatible uses and resident complaints.

Since that study, the rumbling F-4s have gone and Gowen Field now houses quieter aircraft such as the A-10s and C-130 tankers. Over the past five years or so, neighbors have gotten used to less noise from military aircraft.

"I knew we were going to have noise here" living near the airport, Mericle said. "But the F-35 overreaches any planning."

Kathleen Kreller: 377-6418

1736 BO

From: Lin Paporello [REDACTED]
Sent: Thursday, February 23, 2012 5:17 PM
To: AETC/A7P Workflow
Subject: Comments on the Draft EIS

David Martin, Air Force Contractor, and Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-652-5649
 Email: aetc.a7cp.inbox@us.af.mil

The Study shows that it will cause considerable loss of property value to 10,000 plus homes, reclassifying them as, "Not Recommended for Residential Use". The sound print will include much more area than just the 65dc outline shown on the study, the ripple effect will be huge covering much of this valley. The 3000 jobs that are being dangled before an area with high unemployment, is only a ploy as many of those will be military with a small percentage of additional service or temporary positions as the base is being enlarged. For those of us who have lived near this type of air traffic, OFFIT Air force Base, we know that this is way more than lets support are military, and get to watch really cool jets fly around our city. The noise level and fuel pollution will make a huge impact on the quality of life that we now experience in this valley. In talking with individuals about this issue, it is interesting that they aren't even aware that it is going on or they thought it was all over and settled. This needs to be front page in the Statesman, with meeting times and places. Let's give everyone a chance to voice opinions. Please do not bring this to the Boise area. NO NO NO! I do not support this Training Base in the Boise Area!

Lin Paporello (Resident)



Final
June 2012

1737 LU

From: Monica Moore
Sent: Saturday, February 25, 2012 1:02 PM
To: AETC/A7P Workflow
Subject: Comments on F-35A

David Martin and Kim Fornoff:

My husband, Tom and I would like to pass on our concerns about the F-35s potentially coming to Luke Air Force Base. Tom is a Viet Nam veteran and I worked for 28 years as a RN at a Veterans Administration hospital. I write that so that we will not be considered "anti-military". We have two major concerns:

1) Safety. The environmental impact study has addressed the fact that there is a risk of mid-air collisions. In light of the two Marine helicopters colliding over the AZ-CA border this last week, it brings the possibility very close to mind. The Phoenix area has grown. The metro area is densely populated. Military training planes fly over these homes 4 abreast. It is already dangerous. The activity should not be increased. AM-2
SA-1

2) Noise. We're sure you know all the arguments regarding this. We can only add that we cannot have a conversation when we are outside when the planes go over. That means the decibel level is high enough to do damage to hearing. The fact that the F35-A is louder than the current jets, frankly, scares us. Our hearing is something we all need. NO-8
NO-1
NO-6

We request that F35-A training be in an area of sparse population, not at a base in the middle of millions of residents. Thank you- GE-1

Monica and Tom Moore

United States Air Force Scoping Meeting Comment Form F-35A Training Environmental Impact Statement



1738 BO

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:
Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Tom Satorie _____

Organization/Affiliation: Homeowner _____

Address: * _____

City, State, Zip Code: _____

Comments: I am opposed to the Air Force locating F-35A aircraft at Gowen Field in Boise Idaho. This airfield is located close to residential areas and my home would be very negatively impacted. I believe the noise levels generated would make it very hard to enjoy the outdoor spaces at my home. I support the military, and am a Vietnam Era Veteran from the US Navy. I believe there are locations for this aircraft that would be a better fit to the community. The Mountain Home Airbase is located many miles outside of the city limits and would be one suitable location. Thanks for your consideration and keep up the good work. GE-1
NO-18
GE-12

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

*Provide your mailing address to receive future notices about the Air Forces F-35A Training EIS.

Final
June 2012

1739 LU

From: Jerry Goebel [REDACTED]
Sent: Thursday, February 23, 2012 9:15 PM
To: AETC/A7P Workflow
Subject: Comments about basing F-35s in Tucson

Go for it! Although not directly a military person, I spent a career working for the Army and have lived near military communities all of my adult life. Over the years here in Sierra Vista I've loved watching the A-10s and F-whatevers training in our skies. It's exciting. I'm in my mid-70s and still love it. I just don't understand the NIMBY attitude, but from what I read in the Herald this morning, there's not too much of it here regarding your plans.]

GE-3

Jerry Goebel

1740 LU

From: Ila [REDACTED]
Sent: Saturday, February 18, 2012 2:24 PM
To: AETC/A7P Workflow
Subject: comment on Luke

I enjoy seeing the Jets going over and often go out to watch them. They are noisy but we are very glad that our young men and women are being trained to defend us. Keep up the good work and God bless all of you. We hope that Luke gets the new F-35A. Stan & Ila Larson, Sun City West]

GE-3

1741 TU

From: Jerie & John Schulz [REDACTED]
Sent: Tuesday, February 21, 2012 3:06 PM
To: AETC/A7P Workflow
Subject: Comment on F-35A Training Base

Jerie Schulz
Tucson Resident
[REDACTED]

To Whom It May Concern:

I am writing to you today to express my family's support of locating the F-35A Training Base here in our wonderful town of Tucson, Arizona. This community recognizes the value of the military's presence here and would welcome such a venture with open arms. Tucson is the ideal choice, not just for the incredible year-round weather that would be beneficial to the program, but also the amount of land, airspace, ranges and facilities that would be necessary to the Training Base.

The citizens of this great City are staunch supporters of our military. We feel it is both a privilege and honor to have men and women of the armed forces stationed in our community. We are committed to new military ventures, and the addition of a new Training Base would positively impact the entire economy of Southern Arizona.

We trust you will agree with us, and make Tucson your top choice for the F-35A Training Base.

With much appreciation,
Jerie Schulz

GE-3

**United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)**



1742 LU

GE-3

Opposed to Locating the Training Base at Boise Air Terminal

I would like to voice my opposition to using the Boise Air Terminal as F-35A Training Base. As a former member of the Air National Guard I fully support our Armed Forces; however, I do not support an F-35 training base at Boise Air Terminal in the least. This proposal is unacceptable due to the significant environmental noise levels that will impact the surrounding residents.

1743 BO

GE-4

Installations of this size belong on Active Duty Air Force Bases that are typically separated from the civilian populace. Separating active duty Air Force bases from the civilian population is necessary for security reasons and [because] the incompatibility of the base uses and residential uses. Using an existing shared military/civilian air station as a host base for F-35 training activities is a horrible idea due to the environmental noise levels that will be introduced. The increased off-installation residents that will be affected by the housing of F-35's in Boise is simply unacceptable. Looking at the numbers from your own Environmental Impact Statement makes this overly clear when compared to the two Active Duty Air Force Bases that are being considered.

GE-1

NO-11

It is one thing to have an AGS shared with a civilian airport. Air Guard units are generally smaller and the percentage of night operations is quite low, in addition to housing a smaller number of aircraft. As a former member of the Air National Guard, I fully understand the Guards mission and the positive impact on the local community. However, Air Guard units, as I stated, are comparatively small and are in most cases not operating/flying 24/7 as this training base would.

Looking at the EIS of each proposed location reinforces why the Boise Air Terminal is an **unacceptable option**:

Boise Air Terminal Noise Impact

- Currently 142 off-installation residents are affected by noise levels greater than 65 decibel
 - EIS analysis indicates this will **increase to 3,000 to 10,000 people**
- Sleep disturbance would **increase by up to 5 percent**
- Off-installation persons exposed to outdoor noise levels greater **than 80 dB DNL would range from zero to 313 persons. Continuous exposure to noise levels above 80 dB DNL could increase the risk of hearing loss.**

NO-11

NO-3

NO-6

In comparison:

Holloman AFB

- Under all basing scenarios except H1, the number of off-installation acres affected by noise would increase, although **no additional residents would be affected.**
- For Roswell International Air Center the number of residents affected by noise greater than 65 dB DNL would **increase by an estimated 5 to 497 persons.**
- Off installation residents affected near Biggs Army Airfield and El Paso International would **increase by an estimated 377 to 2032.**

Luke AFB

- off-installation residents affected by noise levels greater than 65 decibel (dB) day-night average sound level (DNL) **would decrease under Basing Scenarios L1 through L3, but would increase by an estimated 622, 1,615 or 3,739 people under Scenarios L4, L5 or L6, respectively.**
- Noise levels greater than 80 dB DNL would **increase from currently two persons up to 14 persons** under Scenario L6.
- Residents affected by noise levels greater than 65 dB DNL in the vicinity of Gila Bend Air Force Auxiliary Field (AFAF) would **increase from three to up to 15 persons** under Scenarios L2 through L6. For Luke AFB Auxiliary Airfield (Aux-1), the number of residents affected by noise levels **would decrease under all scenarios, except Scenario L6.** Persons exposed to increased noise levels may experience increased annoyance and interference with indoor speech, even if windows are closed.

1743 BO

Tucson AGS

- Currently 407 off-installation residents are affected by noise levels greater than 65 decibel (dB) day-night average sound level (DNL).
- This would **increase by approximately 1500 to 8100 people.**
- likelihood of sleep disturbance, averaged among the locations studied, would increase by up to 10 percent

It is appalling that our local city leaders would actively promote a location that results in the most negative impact to the surrounding residents. It is also amazing how few local residents, especially those in the zone that would be affected, are actually aware of the possibility of this occurring.

NP-14

Considering the EIS findings, I ask you to please select one of the other locations, ideally one of the two active duty bases on the list as the environmental affect to the local populace would be at a minimum when compared to Boise Air Terminal or Tucson AGS.

GE-1

Thank you,

Jeff McFarland

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1744 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

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Name: Darlene Boyd

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: I wholeheartedly support the basing of the F-35 aircraft at TIA.

Tucson has year round perfect flight training weather and the F-35
soundly solidifies DM's existence as a base - so very, very important to
Tucson's economy.

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1745 TU

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Name: THOMAS LODGE

Organization/Affiliation: _____

Address:* _____

City, State, Zip Code: _____

Comments: _____

100% in FAVOR OF THE F-35A BEING
DEPLOYED IN TUCSON, AZ, USA

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

1746 TU

From: Tom Kennedy [REDACTED]
Sent: Thursday, February 23, 2012 9:58 AM
To: ;
Subject: Combat Pilot

To All My Sierra Vista Friends,

In this morning's Herald, I was identified as being a former "combat pilot" at a Windemere F-35 hearing last night. The writer misquoted me. I specifically said I flew in Vietnam which is true. I was a recalled Phoenix Air National Guard pilot flying C-97 cargo planes in 1967 and 1968.

He did quote me correctly as being opposed to putting the F-35 in Tucson and Sierra Vista. The airplane is 4 times noisier than current F-16's and it presents a safety risk to people in urban areas. If you wish to make your feelings known to Air Force project officers, send them an e-mail to aetc.a7cp.inbox@us.af.mil

Tom Kennedy

GE-4
NO-1
SA-1

1747 BO

From: L Wilhelm [REDACTED]
Sent: Tuesday, February 28, 2012 11:13 PM
To: AETC/A7P Workflow
Subject: Boise EIS for F35's

It makes me sick to think that the Air Force doesn't have any concern for the over 10,000 residents of Boise who will be greatly affected by the F35's being stationed here. I think it is absurd that you are even considering it. We moved to this part of Boise for a reason and that was to live where it was peaceful and quiet. If these jets are permitted to come to Boise and flying over my home day and night I might as well be living in the heart of downtown and it still wouldn't be as loud as having the jets flying overhead. Not to mention the statistics you are giving for hearing loss. Does that not matter to the Air Force? It's not just a number, it is individuals we are talking about. Adults may be able to cover their ears when the noise gets too loud, but what about our kids? Not to mention the impact it will have on the great neighborhoods we have in this part of town. Our homes will be worth nothing! This is ludicrous and infringing on the rights that we as citizens of Boise enjoy. Please do not bring them to Boise. Put them out somewhere remote where they can take off and land and practice flight maneuvers away from populated areas. I cannot see that it will be good for Boise at all.

NO-11
NO-37
NO-6
EF-2
SO-1
GE-1

1749 BO

From: Jared Everett [REDACTED]
Sent: Thursday, March 01, 2012 6:26 PM
To: AETC/A7P Workflow
Subject: Boise F-35

I write in support of the F-35 program coming to Gowen Field, Boise, ID. Thank you [REDACTED] **GE-3**

--
Jared Everett, MBA
[REDACTED]

1748 BO

From: Cyndy Lounsbury [REDACTED]
Sent: Monday, February 27, 2012 10:05 AM
To: AETC/A7P Workflow
Subject: Boise F-35

I am writing as a resident in the proposed effected area of impact from basing F-35s at Gowen Field in Boise, Idaho.
Considering the vast ramifications on 10,000 people, numerous schools and day care centers, the site seems unsuitable. **NO-11**
I urge you to consider other sites to base this valuable military assest. Mountain Air Force Base comes to mind with its more remote location for take offs and landings. **EJ-2**
Thank you for considering the input of residents of Idaho. **GE-12**
Cyndy Lounsbury
[REDACTED]

1750 BO

From: R&P McChrystal [REDACTED]
Sent: Monday, February 27, 2012 5:13 PM
To: AETC/A7P Workflow
Subject: Boise F-35A

ABSOLUTELY NOT!

The noise from last weeks F35 training over the north end of Boise was terrible! They belong away from our [REDACTED] quite community. Far far away. [GE-1]

Pamela McChrystal
[REDACTED]

1751 BO

From: Cotner, Mike [REDACTED]
Sent: Thursday, March 01, 2012 1:00 PM
To: AETC/A7P Workflow
Subject: Boise -Gowen Field

Please do not send the F-35 to Boise's Gowen Field. While my home is not within the affected [REDACTED] area, I believe that much noise would have an adverse effect on our quality of life. [GE-4
NO-36]
Please base these flights at the Mountain Home Air Base. [GE-12]
Thank you

Mike Cotner
[REDACTED]

mg.slrnc.org made the following annotations

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1752 TU

From: [REDACTED]
Sent: Tuesday, February 21, 2012 12:53 PM
To: AETC/A7P Workflow
Subject: Bring F-35 Program to Tucson

I very much support the effort to bring the F-35 program to Tucson. The Air Force and Air National Guard are very important to the Tucson community. Although I am not part of either, I have certainly noticed the pride that Tucsonans have in the Air Force and Air National Guard activity in Tucson.

I believe the F-35 program is an exciting advance in the defense capability of the United States. I come from a family of pilots and always enjoy seeing our military aircraft in the air. Seeing the F-35 in the Tucson skies would be a real treat.

Lastly, the Air Force and Air National Guard are huge contributors to the Tucson economy and community. Losing any of the current programs without replacing them would be terrible for Tucson.

PLEASE BRING THE F-35 PROGRAM TO TUCSON!!!

Chris Ruskay
[REDACTED]

GE-3

1753 BO

To The Honorable Senator Elliot Werk:

A web-based comment was submitted by:

Name: kayleen zupkow

Address: [REDACTED]

City/State/Zip: [REDACTED]

Phone: [REDACTED]

Email Address: [REDACTED]

Concerning: F35 Boise

With the following comments:

Please come and represent the citizens of Boise and help us stop this contract for F35's from coming to Boise. The impact would harm us and our children. We would never be able to sleep and our property values would be worthless. Please help protect us.
Saveourvalleynow.org

GE-4
NO-3
SO-1

1754 TU

From: [REDACTED]
 Sent: Thursday, February 23, 2012 7:58 PM
 To: AETC/A7P Workflow
 Subject: (no subject)

Sir,

I think it would be wonderful if the F-35's were stationed in the Air National Guard unit in Tucson, Az. I would love to hear them flying overhead on their training missions over Ft. Huachuca, Az.]

GE-3

Margaret Sebastian

1755 BO

From: Toni Sutton [REDACTED]
 Sent: Thursday, March 01, 2012 11:08 AM
 To: AETC/A7P Workflow
 Subject: Bringing F35s to Boise

While I can certainly appreciate that bringing ANY jobs to Boise would be a nice thing, I live in the impacted area and can't understand why the U.S. military, which is supposed to "protect and serve" would knowingly do something that would cause hearing loss and severe property loss for some of those citizens when there is no actual reason. The military lost a great deal of credibility when military advisors dragged us into the quite unjust war in Iraq that *I--and every single person who will lose both hearing and property values if these planes come to Boise--are still paying for, and will continue to be paying for in years to come. Was that in our best interests?*

] NO-6
SO-1

In general, I have considered Gowen Field to be a good neighbor for Boise. For the most part, the young people serving there are polite and a great addition to this community. But in order to be a good neighbor, one cannot just say "to hell with everyone else, this is what I want." I think the military legacy of Richland, Washington has proved that. Please show a bit more concern for the lives of the people who fund your job, your planes, your retirement, your healthcare, and probably your schooling.]

NP-2

Toni Sutton, voter and TAXPAYER
 Boise, Idaho

1756 BO

From: Amy Dempsey [REDACTED]
Sent: Saturday, February 18, 2012 12:27 PM
To: AETC/A7P Workflow
Cc: Bill Dempsey; Jon Steckbeck
Subject: F-35A EIS Boise
Attachments: 2941_001.pdf

Importance: High

Dear Mr. Martin –

Please see our attached comments with regards to our opposition of the proposed installation of F-35A Airplanes at GE-4 Gown Field in Boise, Idaho.

Respectfully yours,

Amy D. Dempsey, CPA, MSAT | Riche, Dempsey & Assoc. [REDACTED]

IRS Circular 230 Disclosure: To ensure compliance with requirements imposed by the IRS, I inform you that any U.S. federal tax advice contained in this communication (including attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

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United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1756 BO

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 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319
 Fax: 210-852-5649
 Email: aetca7cp.inbox@us.af.mil

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Name: William and Amy Dempsey
 Organization/Affiliation: Residents & members at Hillcrest Country Club
 Address: * [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: We Oppose the F-35A's coming to Gown Field. All of the reasons listed on the attached sheet are primary factors in our opinion.

In addition to those concerns listed we also feel it will impact the value of our home as well as our investment at Hillcrest Country Club.

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

Final
June 2012

Facts and Impacts: The F-35A in Boise

1756 BO

Have Your Say

The Air Force is seeking your comments before March 14, 2012.

Email: David Martin & Kim Fornof
a7cp.inbox@us.af.mil.

Fax: 210-652-5649

Local Public Hearings

Session: 5-6 p.m.

Presentation/Formal Comment

Session: 6-8 p.m.

Feb. 27, 2012

Capitol City Veterans of Foreign

Wars Post 63

8931 W. Ardene St.

Boise, ID 83709

Feb. 28, 2012

Boise Hotel & Conference Center

Cascade Room

3300 Vista Ave.

Boise, ID 83705

Feb. 29, 2012

Marsing American Legion

Community Hall

126 N. Old Bruneau

Highway

F-35

- The Air Force wants to base 72 F-35A aircraft at Gowen Field.
- All four locations—Boise, Tucson, Holloman, and Luke, not just one or two—would be scheduled to receive F-35As.
- F-35As are twice as loud as F-15s and F-16s on takeoff and 4 times as loud on landing.
- The 72 F-35As would take off and land 50 times per day for a total of 14,000 times per year.
- The F-35As would use afterburners 1,400 times per year.
- The F-35As would fly at night over 1,400 times per year.
- Stretching from Maple Grove on the west to Columbia Village on the east, the "Not Suitable for Residential Use" (NSFRU) noise footprint would increase from the current 89 acres and 142 residents to 6,958 acres and include 10,119 residents. (See map below)
- 4 schools, 13 day care centers and 2 parks are located in the area that would be designated NSFRU. Major public venues impacted would include Hillcrest Golf Course, Simplot Sports Complex, the Shakespeare Festival complex and Ice World.
- Incidents of speech interference with windows closed would increase 1,100%.
- School classroom impacts and disruption of learning would occur at 4 schools.
- Sleep interruptions would increase by 33%. NO-3
- 313 residents would experience hearing loss. NO-6

NO-1

SO-1

LU-3

NO-3

EJ-2



SO-1

1757 LU

From: Gary A Willkom
Sent: Friday, February 17, 2012 4:08 PM
To: AETC/ATP Workflow
Cc:
Subject:

To: David Martin, Air Force Contractor, and Kim Fornof - New Traffic Pattern - Noise - West Wing Mountain - North Peoria

David Martin,

I am writing as a concerned homeowner in the West Wing Mountain HOA in North Peoria. We hear 5-8 jets most nights between 8-9pm fly over our house. Windows shake, my young kids wake up screaming. My address is: [REDACTED]

NO-8

I made my concern known to the Luke representative, but feel blown off.

Arizona is a huge state with large parcels of uninhabited land. We can't put our heads together and develop a new training route as the current is 30 years old, developed when there were no houses in the area?

NO-29

If we can't change the traffic pattern, than I am against the F-35A, even though I am a pilot and support the military.

GE-4

Thanks

Gary A. Willkom

Final
June 2012

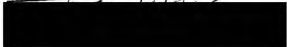
1758 TU

TUCSON AZ 857
01 JUN 2012 PM 5 L



NO F-35!

Ms. Lynda Gordon



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- | | |
|---|---|
| <input type="checkbox"/> Diminish quality of life - NO-36 | <input type="checkbox"/> Damage tourist industry - SO-7 |
| <input type="checkbox"/> Threaten fragile ecosystem - BI-2 | <input type="checkbox"/> Damage building structures - NO-12 |
| <input type="checkbox"/> Reduce outdoor enjoyment - LU-3 | <input type="checkbox"/> Damage hearing of residents - NO-6 |
| <input type="checkbox"/> of parks, sporting events | <input type="checkbox"/> Harm student concentration |
| <input type="checkbox"/> Disrupt classes and activities | <input type="checkbox"/> Harm pets, Zoo & wildlife - BI-5 |
| <input type="checkbox"/> at schools, colleges, universities | <input type="checkbox"/> Reduce property values - SO-1 |

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks.

A higher percentage of low-income and minority residents would be affected.
Disproportionate, detrimental impacts would constitute environmental injustice.
Increases in air pollution and noise would create negative health effects for all.

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!

SA-1/SA-7

AM-2

EJ-4

AQ-1/NO-6

GE-2

1759 TU

I'm concerned about safety and noise pollution. The DEIS does not address all of my concerns in these areas. Because the F-35 is still being developed, it has no known safety record. We know that the F-35 is much louder than the F-16, and many of us are already concerned about hearing loss. And there's the possibility of thrust power damage to airport structures, public buildings, schools and homes. The draft EIS has not addressed the health impact of JP-8 fuel and the fact that TIA and DMAFB are less than the required 5-mile distance from each other.

SA-12

NO-1/NO-6

NO-12

SA-9/AM-4

NO F-35!



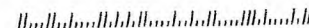
Ms. Lynda Gordon



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB, Tx. 78150-4319

NO F-35 Basing or Training Flights in TUCSON!

tucsonforward.com

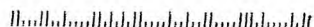


1760 TU

NO F-35!
CRIS BONG



HQ AETCA/A7CPP
Attn: David Martin, AF Contractor
& Kim Fornof
266 F St. West, Bldg. 901
Randolph AFB 78150-4319



NO F-35 Basing or Training Flights in TUCSON!

Our densely populated metro area would be adversely impacted.

EXCESSIVE NOISE & VIBRATIONS:

- | | |
|--|---|
| <input type="checkbox"/> Diminish quality of life | <input type="checkbox"/> Damage tourist industry |
| <input checked="" type="checkbox"/> Threaten fragile ecosystem - BI-2 | <input checked="" type="checkbox"/> Damage building structures - NO-12 |
| <input type="checkbox"/> Reduce outdoor enjoyment | <input checked="" type="checkbox"/> Damage hearing of residents - NO-6 |
| <input type="checkbox"/> of parks, sporting events | <input type="checkbox"/> Harm student concentration |
| <input checked="" type="checkbox"/> Disrupt classes and activities | <input type="checkbox"/> Harm pets, Zoo & wildlife |
| at schools, colleges, universities- EJ-2 | <input checked="" type="checkbox"/> Reduce property values - SO-1 |

HEALTH, SAFETY AND ENVIRONMENTAL CONCERNS:

Utilizing completely new technology, with no history of safety records, would endanger the safety of residents, especially when pilots (many foreign) would undergo training in single-engine, single-piloted aircraft with live ordnance, and could fly off course. Proximity to civil air traffic would increase air crash risks.

SA-1/SA-7
AM-2

A higher percentage of low-income and minority residents would be affected. Disproportionate, detrimental impacts would constitute environmental injustice. Increases in air pollution and noise would create negative health effects for all.

EJ-4/AQ-1
NO-6

PLEASE SCHEDULE FLY-OVERS BEFORE MAKING BASING DECISION!!!

GE-2

1761 LU

7-6-2012

TO: MR. ^{KIM FORNOF} ~~DAVID MARTIN~~ 5649
FAX # 210-652-5649
#466

FROM: David R. Paulsen

F-35 TRAINING EIS

Pages 6 Plus cover

Again — good luck!

David R. Paulsen

P.S. PLEASE acknowledge receipt.

E mail

He Nelson

KIM FORNOF
HQ AETC/A7CPP
266 F St. W., Bldg 901
Randolph AFB TX
78150/4319

DAVID PAULSEN

623-535-1776

P.1

1761 LU

7-6-2012

TO: MR. DAVID MARTIN
FAX # 210-652-5649

FROM: DAVID R. PAULSEN

F-35 TRAINING EIS

Pages 6 Plus cover

Again - good luck!

David Paulsen

P.S. PLEASE acknowledge receipt.

1761 LU

P.1

I, Retired Colonel David R. Paulsen
USAF, having flown F-4 & F-15
fighters from Luke AFB in the
1970's & 1980's know Luke AFB &
its mission pretty well. I now live
close to Luke AFB and fully support
Luke as the primary location for
F-35A training. That being said,
I have some concerns concerning F-35
flying training in regard to the
Luke Airfield airspace and the noise
impact on the local community.

GE-3

One of the local newspapers stated that
there would be no changes to the flying
training program for the F-35A from the current
F-16 program. It would seem to me that
with the state of the ART F-35A cutting edge,
5th Generation strike fighter there would
be multiple changes to this aircrafts train-
ing syllabus to allow for training pilots
to the highest proficiency level while reducing
the overall impact of the noise level
to the surrounding local community.

NO-9

A comprehensive review and elimination of redundant
& high noise generating maneuvers, especially
in the Luke
traffic pattern must be accomplished. The
good old days of "jets got back to Luke &
beat up the pattern" have to go!

NO-29

1761 LU

P. 2

A few basic examples ARE:

1. Accomplish basic multiple overhead traffic patterns at Gila Bend Airfield
2. Only allow simulated engine out patterns to be accomplished by entry to high/low key from high key entry pattern altitude. The noise generated from doing a low approach, climbing to high/low key in mail/AB is loud, long lasting & has no practical training value as this maneuver would not be done in a real emergency.
3. Reduce the number of landing pattern by at least one-half (1/2). F-35A pilots are the "cream of the crop". Tactics and mission essential flying training should be maximized & JP-4 should not be wasted on multiple needless local traffic pattern work. Saving cost on JP-4 use should be maximized.
4. Tactical Airfield Defense missions should be practiced elsewhere. Flying circles in tactical formation high over-head of the Luke Runways accomplishes nothing, is easy to do, and can be done on something designed at one of the tactical ranges not at Luke.
5. Closed patterns should be limited to one (1) per sortie. If a flight returns to Luke with that much gas it should be saved for tactical

NO-29
cont'd

1761 LU

P. 3

USE ON ANOTHER DAY.

6. With the reduced number of planes to be stationed at Luke, the first take off of the day should be AFTER 0800.
7. No-ops flying should be severely restricted.
8. Noise abatement should be practiced & emphasized in the F-35A training program at the highest level. Luke pilots must be aware constantly of the impact of jet noise to the local community who support Luke & its vital training mission.
9. Re-think local area procedures. As much as possible, to the highest extent, use of Gila Bend & Aux 1 for more and more approach & landing pattern airwork for example.

NO-29
cont'd

I would be happy to work with a team of Luke instructor pilots to review and analyze the best F-35A training program with maximum regard to the least amount of jet noise possible to the local community.

Best regards,
Sgt. [Signature]

SEE ATTCH:

United States Air Force Scoping Meeting Comment Form F-35A Training Environmental Impact Statement



1761 LU

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:
Mr. David Martin
HQ AETC/A7C
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266

All comments must be postmarked or received no later than April 5, 2010, to be considered in the Draft EIS.

Public comments are requested pursuant to the National Environmental Policy Act (NEPA), 42 USC 4321, et seq. All written comments received during the comment period will be considered during Draft EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Draft EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Draft EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: David R. Paulsen

Organization/Affiliation: Resident of adult living community of Pebble Creek

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: F-35 RETROFITTING OPERATION AROUND LUKE AFB WILL BE A CRITICAL FACTOR IN DETERMINING THE ACCEPTABLE NOISE LEVEL FOR TRAINING OPERATIONS IN THE SURROUNDING COMMUNITIES. WITH THIS IN MIND, CAN THE F-35 INTERIOR, ACCOMPLISH SFD'S, DO CLOSED PATTERNS, AND CARRYOUT HEAVY NIGHT OPERATIONS ETC. IN MILITARY POWER OR HERE? ALSO, IT WOULD SEEM THAT A MAJORITY OF THESE TYPES OF OPERATIONS SHOULD BE ACCOMPLISHED AT AIRFIELDS AWAY FROM LUKE. GULF BOUND AIRFIELD WOULD BE A PRIME EXAMPLE FOR MUCH OF THIS TRAINING. A COMPREHENSIVE ANALYSIS OF F-35 LOCAL LUKE AFB OPS SHOULD BE DONE TO LIMIT ANY AND ALL EXCESSIVE TEST NOISE AND A STRICT NOISE ABATEMENT POLICY BE ACCOMPLISHED FOR LOCAL F-35 TRAINING OPERATIONS. THIS POLICY SHOULD BE A PART OF THE AIR FORCE'S COMMUNITY AWARENESS PROGRAM AND BE MADE AWARE OF/BRIDGED TO ALL COMMUNITY RESIDENTS.

NO-29

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

*Provide your mailing address to receive future notices about the Air Forces F-35A Training EIS.

United States Air Force Scoping Meeting Comment Form F-35A Training Environmental Impact Statement



1761 LU

Please record your comments on this form to let the U.S. Air Force know what environmental factors you want considered in the development of the F-35A Training Environmental Impact Statement (EIS). You may submit your comments by:

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:
Mr. David Martin
HQ AETC/A7C
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266

All comments must be postmarked or received no later than April 5, 2010, to be considered in the Draft EIS.

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Name: David R. Paulsen

Organization/Affiliation: Resident of the adult living community of Pebble Creek

Address: [Redacted]

City, State, Zip Code: [Redacted]

Comments: Unfortunately, several years ago the folks at Luke didn't stop a racetrack from being constructed in an extremely close proximity to its runways. This racetrack seems to be located in a high-risk crash area and exposes hundreds of racetrack personnel to possible extreme injury. Additionally, this racetrack, called Arizona Motor Park (AMP) would appear to be a security hazard as it provides a potential high-speed access to Luke's runways. With possible terrorist attack to critical military sites a major concern, the close proximity of this facility to access Luke's runways should also be of major concern. If I were evaluating Luke for future F-35 operation, I would add this racetrack to the negative side of my evaluation! Currently this racetrack operation is being opposed by the Citrus & Hitchcock Park and Congress, Manassas County, and many other local folks and businesses, it would help the local community and the future of Luke greatly if Luke AFB would strongly support the effort to close down this racing facility.

SA-21

GE-13

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

*Provide your mailing address to receive future notices about the Air Forces F-35A Training EIS.

Final
June 2012

Fax [REDACTED]
3-1-2012

1762 BO

I am 100% in favor
of stationing the F-35
jet at Boise's Gowen
Field!

GE-3

Make it happen!

Garold Burrell

[REDACTED]
USN AWC retired

The UPS Store®



1763 BO



Fax Cover

To: David Martin & Kim Fornd Fax: 210-652-5649

Date: 3-6-12 # of Pages (including cover sheet): 1

From: Scott Webster Phone #: [REDACTED]

Subject: F-35 Fighter Jet proposal in Boise, ID

My wife and I are adamantly
opposed to the F-35 base in
Boise. The capital city of Idaho
is no place to put a fighter
jet training facility.

GE-4

Sincerely,

Scott Webster

41014276105

The UPS Store®

Final
June 2012

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1764 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Merton Reynolds

Organization/Affiliation: MSGT, USAF (Ret)

Address:*

City, State, Zip Code:

Comments: Yes. Bring on the F-35 JSF. They are good for our security + local economy. I don't care what flies over as long as it has friendly markings on the fuselage

GE-3

Merton Reynolds

Please print -- Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1765 LU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
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Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

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Name: Phil Hanson COL, AUS (Ret)

Organization/Affiliation:

Address:*

City, State, Zip Code:

Comments: I am strongly in support of naming Luke AFB as the primary F-35 training center. None of the other possible sites can compare to Luke.

GE-3

Phil Hanson
3 Mar 2012

Please print -- Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

<div data-bbox="197 238 342 305" data-label="Image"></div> <div data-bbox="951 228 1033 253" data-label="Text">1766 BO</div> <div data-bbox="741 261 840 284" data-label="Text">Kevin Cahill</div> <div data-bbox="184 324 930 391" data-label="Section-Header"> <h2>Response to USAF invitation for comments on the Draft F-35A EIS - Expert Economic Assessment</h2> </div> <div data-bbox="184 389 270 410" data-label="Text">1 message</div> <div data-bbox="184 423 285 444" data-label="Text">Kevin Cahill</div> <div data-bbox="793 423 1005 444" data-label="Text">Sat, Mar 3, 2012 at 11:29 AM</div> <div data-bbox="184 441 394 464" data-label="Text">To: aetc.a7cp.inbox@us.af.mil</div> <div data-bbox="184 461 218 482" data-label="Text">Cc:</div> <div data-bbox="197 492 420 514" data-label="Text">Dear Mr. Martin and Ms. Fornof,</div> <div data-bbox="197 527 974 589" data-label="Text"> <p>Attached please find my Expert Economic Assessment in response to the Air Force's invitation for comments on the Draft F-35A Training Basing Environmental Impact Statement (DEIS) by members of the public. I am also mailing a hard copy of my Expert Report to:</p> </div> <div data-bbox="197 600 546 680" data-label="Text"> <p>David Martin, Air Force Contractor, and Kim Fornof HQ AETC/A7CPP 266 F Street West, Bldg. 901 Randolf AFB, TX 78150-4319</p> </div> <div data-bbox="197 693 974 751" data-label="Text"> <p>As stated in my report, I feel an incredible pride in our country and for our service men and women. I am deeply appreciative of the fact that I live in a country where civilians can offer opinions on a military proposal without fear of retribution.</p> </div> <div data-bbox="197 766 588 789" data-label="Text"> <p>Please respond to acknowledge receipt of this document.</p> </div> <div data-bbox="197 803 275 826" data-label="Text"> <p>Sincerely,</p> </div> <div data-bbox="197 839 367 862" data-label="Text"> <p>Dr. Kevin E. Cahill, PhD</p> </div> <div data-bbox="205 919 627 959" data-label="Text"> <p> Expert Report by Kevin E Cahill 03-03-12 (signed).pdf 622K</p> </div>	<div data-bbox="1814 232 1913 256" data-label="Text">1766 BO</div> <div data-bbox="1066 329 1604 423" data-label="Text"> <p>UNITED STATES AIR FORCE (USAF) F-35A TRAINING BASING DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)</p> </div> <div data-bbox="1194 630 1707 722" data-label="Section-Header"> <h3>EXPERT ECONOMIC ASSESSMENT OF THE USAF SOCIOECONOMIC IMPACT ANALYSIS FOR BOISE AGS</h3> </div> <div data-bbox="1381 862 1518 889" data-label="Text"> <p>Conducted by:</p> </div> <div data-bbox="1354 928 1541 956" data-label="Text"> <p>Kevin E. Cahill, PhD</p> </div> <div data-bbox="1381 1063 1518 1089" data-label="Text"> <p>March 3, 2012</p> </div> <div data-bbox="1066 1229 1833 1323" data-label="Text"> <p>This report was submitted formally to the United States Air Force on March 3, 2012 in response to the Air Force's invitation for comments on the Draft EIS by members of the public. I referred to this report in my oral statements at two public hearings in Boise, Idaho on February 27, 2012 and on February 28, 2012.</p> </div>
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1766 BO

Expert Economic Assessment of the USAF Socioeconomic Impact Analysis for Boise AGS

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1

1766 BO

I. INTRODUCTION

A. Qualifications

1. My name is Kevin E. Cahill, PhD. I hold a B.A. in both economics and mathematics from Rutgers College and an M.A. and Ph.D. in economics from Boston College, with a focus in applied econometrics and labor economics. Since earning my doctorate, I have consulted in a variety of industries including health care, pharmaceuticals, and banking. I have also conducted economic analyses related to public policy. My public policy research has focused primarily on the labor force participation patterns of older Americans, with particular emphasis on job changes later in life. My research has been published in *The Gerontologist*, *Research on Aging*, *Monthly Labor Review*, *Topics in Economic Analysis and Policy*, *Current Medical Research and Opinion*, *Journal of Managed Care Pharmacy*, and *Expert Opinion on Pharmacotherapy*, and by the Center for Retirement Research, the Center on Aging and Work, and the U.S. Bureau of Labor Statistics.
2. I am currently a Research Economist with the Sloan Center on Aging and Work at Boston College. I have been affiliated with the Center since its inception in 2005. In addition to serving as a Research Economist with the Sloan Center on Aging and Work, I was a Manager at Analysis Group, a top national economics and financial consulting firm with headquarters in Boston, Massachusetts. I have also served as the Associate Director for Research at the Center for Retirement Research at Boston College, as an expert witness with Tinari Economics Group, and as an Associate at Abt Associates, Inc., a for-profit public policy research firm based in Cambridge, Massachusetts. I am a member of the American Economics Association and the National Association of Forensic Economists.
3. I have testified in deposition and at trial on several occasions. My expert opinions pertained to lost earnings, including fringe benefits and pensions, and lost profits to business.
4. Although I am a researcher for Boston College, I currently reside in Boise, Idaho and have been a resident of Boise since March 2010. Prior to living in Boise, Idaho, I was a resident of Marshfield, Massachusetts.
5. My professional and academic qualifications are described in my curriculum vitae, which is attached as Appendix A.

2

1766 BO

B. The Proposed F-35A Pilot Training Center

6. The United States Air Force (Air Force) is proposing Boise Air Terminal Airport Air Guard Station (Boise AGS) – which, for all intents and purposes, is located alongside Boise's largest civilian airport – as a possible Pilot Training Center (PTC) and base for F-35A fighter jets. The Air Force describes the proposed pilot training center as follows: "*Proposed Action*: The Proposed Action is to base a Pilot Training Center (PTC) and beddown up to 144 F-35A training aircraft at one or more existing alternative locations. The PTC would support the training of Air Force, cooperative international partners, and U.S. Foreign Military Sales pilots in the safe and effective operation of the F-35A."¹
7. As part of its Draft F-35A Training Basing Environmental Impact Statement (DEIS), the Air Force has made a variety of claims with respect to socioeconomic impact. The Air Force claims: (1) "The analysis indicates that the number of off-installation residents affected by noise levels greater than 65 dB DNL [decibel day-night average sound level] would increase by approximately 3,000 to 10,000 people under the various basing scenarios";² and (2) "Under the basing scenarios, between 2,188 to 2,635 direct, indirect, and induced jobs are anticipated and could be filled by unemployed persons in Ada County."³

C. Assignment

8. I have been asked by various citizens of Boise, Idaho to: (1) review the DEIS issued by the United States Air Force, dated January 2012, as it pertains to Boise AGS; (2) assess the methodology used by the Air Force to determine the socioeconomic impact on the surrounding community;⁴ and (3) assess the claims by the Air Force as they pertain to the socioeconomic impact on the surrounding community.
9. I have not been asked by the citizens of Boise, Idaho to comment on any personal opinions I may have – as a citizen of Boise, Idaho – with respect to the proposed F-35A PTC, nor do I offer such opinions in this report. The opinions expressed in this report are based solely on

¹ Draft F-35A Training Basing Environmental Impact Statement (DEIS), cover sheet.

² DEIS, Summary of Environmental Impact Analysis, p. 2.

³ DEIS, Summary of Environmental Impact Analysis, p. 4.

⁴ The surrounding community includes Ada County and the city of Boise. The Air Force refers to this area as the Region of Influence (ROI). "The ROI for socioeconomic for the Boise AGS alternative is defined as Ada County, Idaho, and the city of Boise." (DEIS, p. BO-122).

1766 BO

my expertise as a professional economist and apply strictly to the DEIS issued by the Air Force.

10. In the interest of full disclosure, an article of mine appeared in the Boise Guardian on February 17, 2012. A copy of the article is attached as Appendix B. The views expressed in the Boise Guardian article are based in part on my concerns as a resident of Boise, Idaho. In contrast, the views expressed in this expert report are based solely on my experience as a professional economist. While, naturally, I am concerned about Boise, any personal beliefs or concerns that I have regarding the DEIS are not included in this report.
11. I would like to note that I feel an incredible pride in our country and for our service men and women. I am deeply appreciative of the fact that I live in a country where civilians can offer opinions on a military proposal without fear of retribution.
12. I am willing to testify under oath as to the opinions expressed in this report.
13. I may offer additional opinions if additional relevant information becomes available.

D. Compensation

14. This report was written on a pro-bono basis. I have not been compensated in any way for my time on this matter. Should the Air Force request further analyses from me, the Air Force will be billed at my hourly rate for litigation-related consulting services. My hourly rate for public policy work, which is substantially discounted, is not applicable in this matter.

E. Information Relied Upon

15. In writing this report, I have relied on the following:

- Academic papers and scholarly writings
- Government documents
- Materials published by the United States Air Force

A list of the materials I have relied upon in writing this report is contained in Appendix C.

F. Summary of Conclusions

16. The Air Force uses the Impact Analysis for Planning (IMPLAN) economic forecasting model to conduct a large part of its socioeconomic impact analysis. The IMPLAN methodology is a valid technique in some cases; however, the Air Force's application of the IMPLAN model in this case is fundamentally flawed because the Air Force does not take into account the

		1766 BO
<p>impact of the F-35A – or, for that matter, the impact of <i>any</i> aircraft – when estimating impacts on employment and population (number), housing (number), schools (number), and public services (number). One has to wonder why taxpayer money was used to perform a socioeconomic impact analysis of the F-35A PTC in which the impact of aircraft was not considered for most characteristics.</p>	SO-13 cont'd	
<p>17. The IMPLAN methodology that the Air Force uses does not allow for negative impacts to the economy. Rather, the Air Force analysis assumes a positive impact and then portends to calculate just how positive. This methodology is seriously flawed, as the PTC is likely to have at least some negative impact on the local economy. It is one thing to conclude that the number of jobs gained will exceed the number of jobs lost. It is another to ignore negative impacts altogether.</p>	SO-13	
<p>18. The economics literature that the Air Force cites is inconsistent with its own IMPACT methodology for assessing socioeconomic impact. The DEIS cites two articles that find an adverse impact on property values. But negative outcomes are impossible under the Air Force's IMPLAN methodology. Either the Air Force assumption of no negative impact is wrong or the literature that the Air Force cites regarding property values is wrong. Both cannot be correct.</p>	SO-22	
<p>19. The Air Force fails to conduct even the most rudimentary assessment of impact on Quality of Life (QoL) and productivity – a survey of individuals who are currently subjected to noise from fighter jets. The hundreds of pages of hypothetical analyses presented in the Air Force report should, at a minimum, be supplemented with a survey of real-world experiences. Further, a serious analysis would include all residents in the surrounding community, not just those subjected to noise levels that, a priori, the Air Force believes are significant.</p>	SO-23	
<p>20. The Air Force assumes that the impact on quality of life is zero below the 65 dB DNL level. A serious analysis would consider impacts below the 65 dB DNL level to account for the reality that the impact of noise operates on a continuum, not a theoretical zero-one construct. Even the most basic economic evaluation would consider some kind of gradual impact. It is simply silly to think that 65 dB DNL is “incompatible with residential use” but that 64.9 dB DNL has no impact.</p>	SO-24	
<p>21. The Air Force fails to conduct any sensitivity analysis with respect to its dB DNL measure. For example, how do the Air Force's conclusions change if, instead of dB DNL, the Air</p>	SO-23	
		5

		1766 BO
<p>Force used the number of people subjected to 65 dB DNL at some point in time on a typical day? This kind of sensitivity analysis with respect to key measures is standard practice in economics to determine if the research findings are robust to different specifications. The Air Force's findings with respect to population impacts cannot possibly be considered reliable without a valid sensitivity analysis.</p>	SO-23 cont'd	
<p>22. The Air Force fails to conduct any kind of real-world comparables analysis. Such an analysis could include places where either the Air Force itself introduced a new fighter jet or it could include places that were recently subjected to a noise disturbance similar to that of the F-35A. Instead, the Air Force relies solely on a hypothetical analysis using its (fundamentally flawed) IMPLAN model. One has to wonder why the Air Force chose to ignore what has actually happened in other places.</p>		
<p>23. Finally, and perhaps most importantly, the Air Force has the ability to obtain the gold standard of understanding regarding socioeconomic impact on the Boise community. Specifically, the Air Force could conduct <i>its own</i> real-world pre-post experiment <i>in Boise</i>. It is perplexing why the Air Force has chosen not to and, why, even now, the Air Force is not proposing this option if the Air Force is sincerely interested in understanding the true socioeconomic impact on the Boise community.</p>	SO-23	
<p>24. The DEIS is fundamentally flawed and grossly insufficient with respect to its socioeconomic analysis. If the Air Force is serious about conducting a socioeconomic analysis, at a minimum, the Air Force will need to address the flaws identified in this report and conduct the additional analyses described below.</p>		
<p>25. This report is structured as follows. Section II presents an analysis of the IMPLAN methodology used by the Air Force to assess socioeconomic impact. Section III presents an assessment of the Air Force's empirical analysis. Section IV discusses some implications of my assessment and Section V summarizes the main points of this report.</p>		
<p>II. ANALYSIS OF THE AIR FORCE IMPLAN MODEL</p>		
<p>26. The methodology that the Air Force uses for assessing socioeconomic impact of the PTC examines “the effects resulting from the incoming personnel, as well as construction</p>		
		6

1766 BO

programs under each alternative and F-35A aircraft scenario.”⁵ The Air Force explains that “[t]he incoming personnel and construction activities contribute additional income and new demands for products and services into the local economy that would lead to additional population growth, employment growth, greater earnings, and increased demand for public services.”⁶

27. The Air Force then concludes that the relevant research question is to estimate the magnitude of the (positive) ripple effects throughout the economy; that is, to “identify the intensity of the effects” through “economic impact analysis.”⁷
28. The Air Force uses the Impact Analysis for Planning (IMPLAN) economic forecasting method. While this may sound impressive, the model essentially provides a multiplier. Input the number of new construction jobs in the local economy and the IMPLAN model provides the estimated number of additional (indirect and induced) jobs that can be expected. The Air Force explains the process more eloquently: “The economic impact analysis separates effects into three components: direct, indirect, and induced. Direct effects are the additional employment and income generated directly by the expenditures of the incoming personnel. To produce the goods and services demanded by the incoming personnel, business, in turn, may need to purchase additional goods and services from other businesses. The employment and incomes generated by these secondary purchases would result in the indirect effects. Induced effects are the increased household spending generated by the direct and indirect effects. The total effect from the economic impact analysis is the total number of jobs created throughout the ROI [Region of Influence] by the direct, indirect, and induced effects.”⁸

A. The IMPLAN Model Does Not Take into Account the Impact of Aircraft

29. The IMPLAN methodology is a straightforward technique used in government. As described by the US Department of Agriculture, “IMPLAN provides quick estimates of staffing and

⁵ DEIS, p. 3-34.

⁶ DEIS, p. 3-34.

⁷ DEIS, p. 3-34.

⁸ DEIS, pp. 3-34 and 3-35.

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program impacts to state and local economies for strategic planning.”⁹ The key component of the IMPLAN model is the multiplier that it generates (i.e., the number that is used to inflate the number of jobs that the researcher inputs to get the number of additional indirect and induced jobs).

30. The assumptions used in calculating this multiplier are crucial. As it turns out, besides Air Force staffing, there is nothing in the DEIS to suggest that the Air Force’s application of the IMPLAN model has anything to do with the F-35A fighter jet per se or, for that matter, anything at all to do with aircraft. To state the obvious, the Air Force’s economic forecasting model should take aircraft into account. Presumably, that is why taxpayer money was used to write the DEIS.

SO-13

31. The Air Force’s IMPLAN analysis is generic and not geared toward the impact of aircraft. So, what did the Air Force actually estimate? The Air Force merely estimated how many new jobs will be in Boise on the assumption that the Air Force is adding new jobs. One might ask why you need a computer model to do this. Good question.

SO-13

SO-22

B. The IMPLAN Model Does Not Allow for Negative Impacts

32. The economic impact analysis conducted by the Air Force is seriously flawed because the IMPLAN model does not consider the possibility that the PTC could have a negative impact on population and employment (numbers), housing (numbers), schools (numbers), and tax revenue. One would be justified in wondering why. Either it never occurred to the Air Force that negative impacts are a possibility, which then begs the question about why the Air Force bothered to write a DEIS that is several hundred pages long. Or the Air Force understood that negative impacts were possible, but were incapable of accounting for them, which begs the question about how they were able to do such a seemingly detailed analysis of the non-socioeconomic impact (and, further, conclude that it would be minimal). Or the Air Force understood that negative impacts were possible, but simply decided to ignore the possibility. I have no idea. What I do know is that any serious economist would, at a minimum, (1) acknowledge the possibility of negative impacts and (2) attempt to address them. The Air Force does neither.

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SO-22

⁹ US Department of Agriculture, National Resources Conservation Service, “IMPLAN Model/NRCS Economics,” http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/technical/alphabetic/econ/?&cid=nrcs143_009748.

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33. In fact, throughout the DEIS, the Air Force makes statements like: “The construction jobs under each scenario would constitute less than 1 percent of the total employment of Ada County and are not likely to generate migration into the county”; ¹⁰ “The demand for up to 1,759 housing units, approximately 1.9 percent of the total number of housing units within the city, would not have an adverse impact on the housing market;” ¹¹ and “With the small number of students being added compared with the total enrollment of schools in the city of Boise, it is anticipated that the schools would have the capacity to accept the incoming students without impacting school resources.” ¹² So the Air Force seems to be most concerned that the PTC program would be <i>too</i> positive for the Boise community. One has to wonder why the Air Force has undertaken so much effort to convince the Boise public of the worth of the PTC if, in fact, the relevant question was just how positive the program will be to Boise.	SO-25
34. What is most puzzling about the Air Force analysis is that, within the section on socioeconomics, the Air Force explicitly acknowledges that “The FAA and DoD have identified residential use as incompatible with annual noise levels above 65 dB DNL unless special measures are taken to reduce residential interior noise levels.” ¹³ So the Air Force acknowledges that a portion of the Boise community will be subjected to noise levels that are incompatible with residential use but, yet, such noise will have no negative impact on the population (numbers). According to the Air Force analysis, despite this noise, <i>not one person</i> will move out of the area because of the noise. What is more, given that the Air Force’s IMPLAN methodology considers only positive impacts on employment, the Air Force claims that <i>not one business</i> will be negatively impacted by this noise.	SO-26
35. The question that the Air Force should have asked is: what is the <i>net impact</i> of the proposed PTC on the socioeconomics of the community? If the Air Force is still at a loss on how to do so, I propose a pre- and post-analysis of regions that have been subjected to something similar. How were businesses in these areas impacted? How were individuals in these areas impacted? This kind of real-world analysis is an obvious way of assessing socioeconomic	SO-13 SO-23
<p>¹⁰ DEIS, p. BO-124 ¹¹ DEIS, p. BO-126. ¹² DEIS, p. BO-126. ¹³ DEIS, p. 3-35.</p>	
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impact. Any worthwhile first-year graduate student in economics would suggest this analysis as a way to assess socioeconomic impact. Again, one has to wonder why the Air Force did not.	SO-23 cont'd
36. The Air Force also claims that “Under the basing scenarios, between 2,188 to 2,635 direct, indirect, and induced jobs are anticipated and <i>could be filled by unemployed persons in Ada County.</i> ” [Emphasis added.] The Air Force has conducted no analysis of the unemployed population in Ada County. If the Air Force were serious about making a statement such as this, the Air Force would examine the skills, education, and training requirements of expected jobs and match this to the characteristics of the unemployed population in Ada County. The Air Force also conducts no analysis of the impacts on local businesses of individuals leaving their existing jobs to go work for the Air Force.	SO-27
C. The IMPLAN Methodology Is Inconsistent with the Literature Cited by the Air Force	
37. As noted above, the IMPLAN model does not take into account the potential negative impacts of noise on socioeconomic outcomes. So, under the Air Force methodology, the only possible impact on properties values would be positive, as more people compete for the existing housing supply in the area. But then the Air Force, inexplicably, discusses negative impacts on property values. “The noise generated by the F-35A could have an adverse impact on property values for those properties that would be newly exposed to noise levels above 65 dB DNL and especially for properties newly exposed to noise levels above 75 dB DNL, which the EPA considers incompatible with residential use.” ¹⁴ There are only two logical explanations for having both an IMPLAN analysis that considers only positive socioeconomic impacts and then a statement about negative impact on property values. Either the Air Force assumption of no negative impact is wrong or the literature that the Air Force cites regarding property values is wrong. Both cannot be correct.	SO-22
38. The Air Force cites two studies, Fidel et al. (1996) and Nelson (2003), both of which show negative impacts. ¹⁵ The Air Force’s interpretation of these studies is puzzling. After reviewing Fidel et al. (1996) the Air Force concludes, that “while aircraft noise at these installations may have had minor impacts on property values, it was difficult to quantify that	
<p>¹⁴ DEIS, p. BO-127. ¹⁵ DEIS, p. 3-35.</p>	
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impact.”¹⁶ But if it is difficult to quantify an impact, how would you know that the impact was minor? Further, the fact that the impact cannot be quantified precisely does not mean that it can be ignored.

SO-28

39. Regarding Nelson (2003) the Air Force states, “The result of the study supports the idea that the potential for an adverse impact on property values as a result of aircraft noise exists and estimates that the value of a specific property could be discounted between 0.5 and 0.6 percent *per decibel* when compared to a similar property that is not affected by aircraft noise.”¹⁷ [Emphasis added.] This impact is *enormous*. An estimate of this magnitude means that properties subjected to 65 decibels will be discounted between 33 percent and 39 percent ($33\% = 0.5 * 65$ decibels; $39\% = 0.6 * 65$ decibels) relative to properties subjected to no noise. The Air Force even states, “Additional data indicate that the discount for property values as a result of noise would be higher for noise levels above 75 dB DNL.”¹⁸ That means reductions in property values for some of more than 40 percent.

SO-29

40. Even marginal increases in noise will have an impact on property values, according to the Air Force’s interpretation of Nelson (2003). For example, an increase in noise from 44 decibels to 64 decibels (still below the Air Force’s 65 dB DNL threshold) would result in a property discount of between 10 percent and 12 percent ($10\% = 0.5 * (64 - 44)$; $12\% = 0.6 * (64 - 44)$).

41. The Air Force interpretation of Nelson raises another issue. What about properties subjected to noise levels below 65 dB DNL in the vicinity of airfields and below 55 dB DNL in the airspace? According to the Air Force, there is no impact, as these noise levels are “a level protective of the public health and welfare.”¹⁹ But according to the Air Force’s interpretation of Nelson (2003), certain people – like those who previously lived without noise and who would be subjected to 50 dB DNL as a result of the F-35A PTC – can expect a 25 percent reduction in the value of their home. No impact?

¹⁶ DEIS, p. 3-35.

¹⁷ DEIS, pp. 3-35, 3-36.

¹⁸ DEIS, p. 3-36.

¹⁹ DEIS, p. 3-35.

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42. The Fidel et al. (1996) article is more than 15 years old. The Nelson (2003) article is nearly ten years old. The Air Force could not find *one* relevant study that was conducted within nearly a decade?

SO-30

43. Finally, as noted above, the Air Force believes that property values for some will decline by more than 40 percent. Also noted above, the Air Force asserts no negative impact on the number of people living in Boise as a result of the proposed PTC. So property values will decline by up to 40 percent because of the impact of noise, but no one will move out of this area to escape such noise? This is nonsense.

SO-26

III. ASSESSMENT OF AIR FORCE SOCIOECONOMIC IMPACT ANALYSIS

44. This section presents an assessment of the Air Force’s empirical analysis of the socioeconomic impact of the PTC on the Boise community, which the Air Force defines as Ada County and the city of Boise.²⁰ The Air Force socioeconomic analysis covers employment and population, housing, schools, public services (including claims regarding projected increases in tax revenue), noise, and property values. The Air Force’s socioeconomic impact analysis with respect to employment, population, housing, schools, and public services is based on the IMPLAN methodology discussed above. In doing so, the Air Force starts with existing conditions (e.g., current population) and estimates the effect of adding people and jobs to the baseline condition. Noise and property values are considered independently from the other socioeconomic considerations. That is, noise and property values are not taken into account when estimating impacts on employment and population, housing, schools, and public services. Further, the impact on property values is noticeably absent from the summary tables of potential socioeconomic impact under various basing scenarios.²¹

SO-13

A. The Air Force Analysis Inexplicably Separates Noise and Property Values from Other Socioeconomic Considerations

45. The Air Force applies its IMPLAN model to estimate impacts to employment and population, housing (number of units), schools, and public services. The Air Force then discusses,

²⁰ DEIS, p. BO-122.

²¹ DEIS, Table BO 3.11-3, pp. BO-125-6 and Table BO 3.11-4, p. BO-127.

<p>almost as an aside, the estimated number of residents impacted by noise and the possibility of a negative impact on property values. The Air Force, therefore, claims that the number of residents impacted by noise has no impact on employment and population. This claim is highly suspect – if noise levels are considered to be “incompatible with residential use”²² for some residents as a direct result of the F-35A PTC, how could one possibly assume no impact on the population (numbers)?</p> <p>B. The Air Force Ignores Impacts on Quality of Life</p> <p>46. The Air Force fails to conduct even the most rudimentary assessment of the impact on Quality of Life (QoL) and productivity – a survey of individuals who are currently subjected to noise from fighter jets. The socioeconomic impact analysis presented in the Air Force report is almost entirely hypothetical, as if real-world outcomes did not exist. In fact, not only do real-world examples exist, they are plentiful. Moreover, it is very easy to obtain data on quality of life – you simply ask people. Individual surveys are a very basic part of research. An entire industry focuses on surveys, as most anyone with a telephone can attest.</p> <p>47. Examples of relevant questions to ask residents in areas that already experience noise from jet engines that exceed 65 dB DNL are as follows. “Compared to your living situation prior to the jet engine noise, has your quality of life been enhanced, has it remained the same, or has it been adversely impacted?” “On a scale of one to ten, where one is no impact and ten is extreme impact, how would you rate the impact of jet engine noise on your quality of life?” “On a scale of one to ten, where one is not at all valuable and ten is extremely valuable, how valuable would it be to you to eliminate the jet engine noise that you currently live with?” “In the last week, how many times did you notice jet engine noise?” “[For those who responded at least once to the previous question] On a scale of one to ten, where one is none and ten is completely, to what extent did these episodes interrupt what you were doing?” “Would you say that jet engine noise has a negative impact on your quality of life? Yes or No.”</p> <p>48. An important note for a serious analysis is that these questions should be asked of all residents in the area, not just those subjected to noise levels that, a priori, the Air Force believes are significant.</p>	1766 BO
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²² DEIS, p. BO-127.

<p>49. If the Air Force was serious about the impact of noise on the Boise community the Air Force would simply ask people who currently deal with such noise levels about their experiences. One has to wonder why, as part of the DEIS, the Air Force has not talked to anyone who has experienced noise levels similar to those expected from the F-35A.</p> <p>C. The Air Force Ignores Impacts on Productivity</p> <p>50. The Air Force claims that the F-35A PTC will result in increased earnings,²³ yet offers no analysis to support this assertion. In contrast, there is good reason to think that the opposite will happen because: (1) economists generally agree that wages are related to productivity²⁴ and (2) noise can affect productivity.²⁵ The Air Force considers neither. The survey described above could be easily supplemented to ask individuals about the impact of noise on their productivity. For example, “In the last week, how many times did you notice jet engine noise while you were at work?” “[For those who responded at least once to the previous question] On a scale of one to ten, where one is none and ten is a lot, what impact did these episodes have on your ability to conduct your work efficiently?” For those who responded that they noticed jet engine noise, one could even ask, “Over the past week, how many minutes or hours of work do you feel you have lost as a result of being distracted by the jet engine noise?”</p> <p>51. While there may be questions about the reliability of data concerning the magnitude of any impact on productivity, one would certainly be able to ascertain from a survey if there was no impact. People would just say so.</p> <p>52. Again, one has to wonder why, as part of the DEIS, the Air Force has not talked to anyone who has experienced noise levels similar to those expected from the F-35A.</p> <p>D. The Air Force Erroneously Assumes No Harm for Noise below 65 dB DNL</p> <p>53. The Air Force assumes that the socioeconomic impact on quality of life is zero below the 65 dB DNL level. Specifically, the Air Force states, “The FAA and DoD have identified</p>	1766 BO
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SO-24	
<p>²³ DEIS, p. 3-34. “The incoming personnel and construction activities contribute additional income and new demands for products and services into the local economy that would lead to additional population growth, employment growth, <i>greater earnings</i>, and increased demand for public services.” [Emphasis added.]</p> <p>²⁴ Mankiw (2008); Mankiw (2006).</p> <p>²⁵ DEIS, p. Novotney, A. 2011. “Silence Please! Psychologists are increasing awareness of the harmful effects noise has on cognition and health,” <i>Monitor on Psychology</i>, 42(7).</p>	14

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residential use as incompatible with annual noise levels above 65 dB DNL unless special measures are taken to reduce residential interior noise levels. Residential use is identified as incompatible regardless of noise attenuation at noise levels greater than 75 dB DNL.”²⁶ Further, the Air Force states, “Socioeconomic analysis of noise generated by the F-35A in the vicinity of the main airfield and auxiliary airfields and beneath the airspace focuses on noise levels greater than 65 dB DNL in the vicinity of airfields and greater than 55 dB DNL in the airspace. The EPA has identified a dB DNL of 55 dB to be a level protective of the public health and welfare. This represents a threshold below which adverse noise effects are generally not expected.”²⁷

54. The last sentence of the previous paragraph means that the Air Force believes that the socioeconomic impact of any noise from the F-35A below 65 dB DNL near airfields and 55 dB DNL otherwise is *zero*. The absurdity of such a conclusion is shown in Figure 1. No impact exists when noise is less than 65 dB DNL, but then – suddenly – the impact of noise goes from being non-existent to reaching the point where it is not suitable for residential use. Even the most basic economic evaluation would consider some kind of gradual impact. It is simply silly to think that 65 dB DNL is incompatible with residential use²⁸ but that 64.9 dB DNL has no impact.

SO-24

55. If the Air Force were serious about socioeconomic impact, the survey mentioned above would be asked of people who are subjected to jet noise below 65 dB DNL to validate the Air Force’s conclusion that the impact of noise is nonexistent up until the specified threshold and then immediately becomes unsuitable for residential use.

SO-23

E. The Air Force Fails to Account for Variation about the Mean

56. Using an *average* day-night noise level, like the Air Force dB DNL measure, conceals more than it reveals. As shown in Figure 2, both lines are consistent with dB DNLs of 20. However, in one case, the resident experiences 75 decibels of noise for hour-long periods throughout the day.²⁹ If a resident were to experience this level on average daily, the Air

NO-50

²⁶ DEIS, p. 3-35.

²⁷ DEIS, p. 3-35.

²⁸ DEIS, p. 3-35.

²⁹ The peaks in Figure 2 can be thought of as decibel hourly average sound levels, based on the same methodology the Air Force uses for calculating dB DNL, only for a one-hour period as opposed to a 24-hour period.

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Force would consider their property “incompatible [with residential use] regardless of noise attenuation.”³⁰ But because the noise is zero at times, the Air Force claims *no* impact. Moreover, the Air Force, for the purposes of its socioeconomic impact analysis, considers this situation no different from someone who experiences no noise from jet aircraft – ever. The Air Force fails to conduct any kind of validation for this assertion. If the Air Force were serious about its analysis, it would conduct a survey of individuals who experience wide variation in noise, such as that illustrated in Figure 2, and see if these people are indifferent between their current situation and a situation with no noise.

NO-50
cont'd

57. The Air Force fails to conduct any sensitivity analysis with respect to its estimate of the number of residents affected by noise levels.³¹ For example, how does the number of residents impacted change if, instead of dB DNL, the Air Force estimated the number of people subjected to 75 dB at some point in time on a typical day? How does the number of residents impacted change if, instead of dB DNL, the Air Force estimated the number of people subjected to 65 dB at some point in time on a typical day? This kind of sensitivity analysis is standard practice in economics to determine if the research findings are robust to different specifications. If the research findings shift substantially with minor changes to model specification, such as using dB DNL versus intermittent exposure to extreme noise, then the conclusions should be considered suspect. The Air Force’s findings with respect to population impacts could not possibly be considered reliable without a valid sensitivity analysis.

SO-23

F. The Air Force Fails to Conduct an Analysis of Relevant Real-World Benchmarks

58. The Air Force fails to conduct any kind of real-world analysis of impacts to cities that have already been subjected to something like the proposed PTC for Boise AGS. Such an analysis is common in economics and is fairly straightforward to conduct, mainly because the relevant data is widely available. The U.S. Census Bureau and the U.S. Bureau of Labor Statistics publish very detailed historical socioeconomic information about cities, counties, states, and regions. These data can be used to examine changes over time with respect to a variety of economic characteristics.

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³⁰ DEIS, p. 3-35.

³¹ DEIS, Table BO 3.11-4, p. BO-127.

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59. Further, an analysis of existing locations subject to aircraft noise can be done two ways, each of which would shed light on the possible impact to Boise. The first way is to examine socioeconomic data from cities that experienced a change such as the proposed PTC and compare these data to analogous data from some other comparable city. A second way to conduct the analysis is to use information prior to the intervention as a benchmark. That is, for the city to serve as its own “control,” obviously taking into account other changes over time using multivariate regression analysis. Each method is valuable and each method is common in the field of economics.
60. The Air Force’s complete reliance on hypothetical socioeconomic outcomes for Boise without also exploring real-world experiences is a very serious shortcoming. One has to wonder why taxpayer money is used to provide rich, publicly-available data when our own government decides to ignore such data.
61. Finally, and perhaps most importantly, the Air Force could conduct *its own* real-world pre-post analysis *in Boise*. The pre period is now. The Air Force could conduct a survey and ask the citizens of Boise about their current expectations about relocating, the extent to which noise impacts their everyday life, their enjoyment of their home, and a host of other relevant questions. Once baseline data is recorded, the Air Force could introduce the F-35A on a trial basis, say, for one or two weeks. After the trial period (and perhaps even during) the Air Force could conduct a follow-up survey that asks people in Boise about the impact of the F-35A. This survey could include many of the same questions that were asked during the baseline period in order to assess changes in individual responses. An entire field within economics, called experimental economics, specializes in controlled experiments such as this. If the Air Force were sincere about understanding the true socioeconomic impact on the F-35A on the Boise community, the Air Force would conduct *its own* real-world pre-post experiment *in Boise*.

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IV. IMPLICATIONS

62. If the Air Force is serious about conducting an analysis of socioeconomic impact, such an analysis, at a minimum, would include: (1) an IMPLAN model that takes into account the impact of aircraft; (2) an IMPLAN model that estimates net effects; (3) a survey of individuals currently living in areas with extreme noise; (4) an evaluation of the impact of

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- noise below 65 dB DNL; (5) a sensitivity analysis with respect to the day-night average measure of noise; and (6) a comparative analysis of socioeconomic impact based on areas where extreme noise was introduced. I also propose that the Air Force conduct its own real-world pre-post experiment in Boise, as described in this report.
63. Given the severe flaws that I have identified in the DEIS, as outlined in this report, the Air Force’s socioeconomic analysis is not reliable or informative in any way. Assuming the Air Force is serious about assessing socioeconomic impact the Air Force must revise and supplement its current analysis.
64. Finally, based on the quality of the work related to socioeconomic impact in the DEIS, I think it is crucial for other independent experts to review all aspects of this document. At a minimum, the Air Force should consult with independent experts in the fields of biology (impact of noise pollution and air pollution on wildlife), psychology (impact on of noise pollution on human development and cognitive function), and physics (accuracy of fuel consumption estimates and environmental harm associated with air pollution), and possibly others.

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V. CONCLUSION

65. The socioeconomic analysis contained in the Air Force’s Draft F-35A Training Basing Environmental Impact Statement is fundamentally flawed and grossly insufficient. The DEIS cannot possibly be considered reliable or informative in any way with respect to the true socioeconomic impact of the F-35A Pilot Training Center on the Boise community.

Respectfully Submitted,

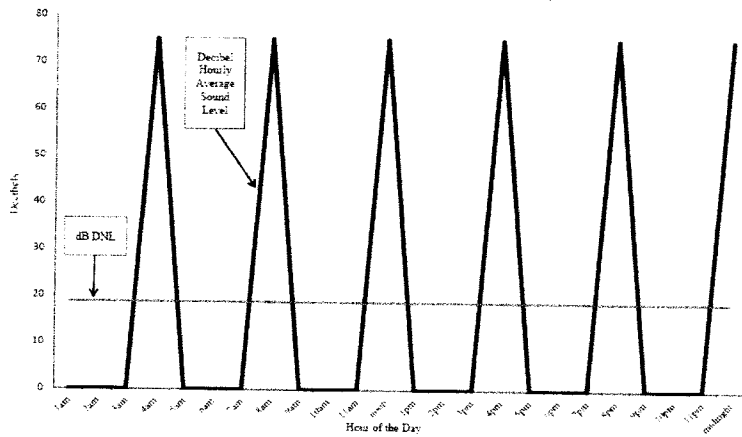
Kevin E. Cahill, PhD

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Figure 2

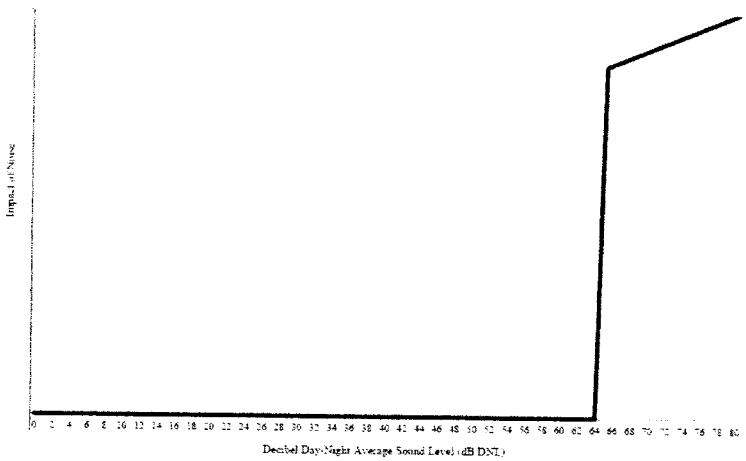
Illustration of Hypothetical Decibel Hourly Average Sound Level
and Decibel Day-Night Average Sound Level (dBNL)



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Figure 1

An Force Assumption Regarding the Impact of Noise
on Decibel Day-Night Average Sound Level (dBNL)



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VI. APPENDIX A: Curriculum Vitae

CURRICULUM VITAE

KEVIN E. CAHILL

XXXXXXXXXXXXX
Boise, Idaho
e-mail: [REDACTED]

Education

Ph.D. Economics, Boston College, Chestnut Hill, MA, 2000
M.A. Economics, Boston College, Chestnut Hill, MA, 1997
B.A. Mathematics and Economics (with honors), Rutgers College, New Brunswick, NJ, 1993

Professional Experience

2005 – present	Sloan Center on Aging and Work at Boston College: Research Economist
2005 – 2010	Analysis Group, Inc.: Associate (2005 – 2008); Manager (2009 – 2010)
2004 – 2005	Tinari Economics Group: Economist and Expert Witness
2003	Center for Retirement Research at Boston College: Associate Director for Research
2000 – 2002	Abt Associates, Inc.: Associate

Papers and Publications

Cahill, Kevin E., Michael D. Giandrea, and Joseph F. Quinn. 2012. "The Relationship between Work Decisions and Location Later in Life." Papers and Proceedings of the NAFE Sessions at the AEA/ASSA 2012 Annual Meetings.

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June 2012

1766 BO

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- Cahill, Kevin E., and Mauricio Soto. 2003. "How Do Cash Balance Plans Affect the Pension Landscape?" Center for Retirement Research *Issue in Brief*, No. 14 (December).
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- "401(k) Plans and Retirement Saving: Lessons for Personal Accounts." 2002. Summary document of a presentation by William G. Gale and James M. Poterba prepared for the Social Security Administration (November).
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- Burstein, Nancy, Jean I. Layzer, and Kevin E. Cahill. 2001. "National Study of Child Care for Low-Income Families: Patterns of Child Care Use Among Low-Income Families." Abt Associates Inc. (August).
- Wrobel, Marian V., and Kevin E. Cahill. 2001. "An Evaluation of the Choosing Health Program." Abt Associates Inc. (April).
- Cahill, Kevin E., 2000. "Heterogeneity in the Retirement Process: Patterns and Determinants of Labor Force Withdrawal among Individuals with Low-Wage and Short-Duration Jobs." Boston College Doctoral Dissertation.
- Quinn, Joseph F., Richard V. Burkhauser, Kevin E. Cahill, and Robert Weathers. 1998. "Microeconomic Analysis of the Retirement Decision: United States." The OECD Economics Department Working Paper No. 203, Paris.

Professional Activities, Honors and Awards

- American Economics Association, member, 2002 – present.
- National Association of Forensic Economists, member, 2004 – present.
- Ad hoc referee, *The Gerontologist*, 2002 – present.
- Ad hoc referee, *The Journal of Forensic Economics*, 2005 – present.
- Reviewer of grant proposals, Sandell Grant Program, 2002 – 2003.

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- Doctoral Fellowship, Social Security Administration, Center for Retirement Research, 1999.
- Teaching Excellence Award, Boston College Graduate School of Arts and Sciences, 1998.
- Michael Mann Summer Dissertation Award, Boston College Department of Economics, 1997.
- Graduate Student Fellowship, Boston College Department of Economics, 1995 – 1998.
- Henry Rutgers Scholar, Rutgers College, Department of Economics, 1993.

Presentations and Conferences Attended

- "The Relationship between Work Decisions and Location Later in Life." Presentation at the 2012 Annual Meeting of the Allied Social Science Associations, Chicago, IL, January 7, 2012.
- "Building Your Bridge to Retirement?" Invited guest on AARP's "Inside E Street" for Public Television, December 7, 2011.
- "How Does Occupational Status Impact Bridge Job Prevalence." Presentation at the 2011 Annual Meeting of the Allied Social Science Associations, Denver, CO, January 8, 2011.
- "Stepping Stones and Bridge Jobs: Determinants and Outcomes." Presentation at the 2010 Annual Meeting of the Allied Social Science Associations, Atlanta, GA, January 4, 2010.
- "Adapting U.S. Retirement Behavior." Discussant at the 2009 Annual Meeting of the Eastern Economic Association, New York, NY, February 27, 2009.
- "Retirement Patterns and Determinants among Individuals with a History of Short-Duration Jobs." Presentation at the 2009 Annual Meeting of the Allied Social Science Associations, San Francisco, CA, January 4, 2009.
- "The Role of Bridge Jobs in the Retirement Process." Presentation at The Ann Richards Invitational Roundtable on Gender and the Media, Older Workers: Benefits and Obstacles for Women's and Men's Continued Employment, Brandeis University, Waltham, MA, October 24, 2008.
- "The Role of Re-entry in the Retirement Process." Presentation at the 2008 Annual Meeting of the Allied Social Science Associations, New Orleans, LA, January 4, 2008.
- "A Micro-level Analysis of Recent Increases in Labor Force Participation among Older Workers." Presentation at the Korea Labor Institute Conference on Panel Data, Seoul, Korea, October 25, 2007.
- "Bridge Jobs and Retiree Well-being." Presentation at the 2007 Annual Meeting of the Western Economic Association, Seattle, WA, July 2, 2007.
- "Self Employment Transitions among Older Workers with Career Jobs." Presentation at the 2007 Annual Meeting of the Eastern Economic Association, New York, NY, February 24, 2007.
- "A Micro-level Analysis of Recent Increases in Labor Force Participation among Older Workers." Presentation at the 2006 Annual Meeting of the Western Economic Association, San Diego, CA, July 2, 2006.
- "Retirement Patterns and Bridge Jobs among the HRS War Babies." Presentation at the 2005 Annual Meeting of the Western Economic Association, San Francisco, CA, July 7, 2005.
- SEAK Annual National Expert Witness Conference, Hyannis, MA, June 16-17, 2005.
- "The Social Security Debate: Why Should I Care about Reforms?" Invited guest for a panel discussion on Social Security Personal Accounts, Drew University Economics Department, Madison, NJ, April 12, 2005.

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"The Role of the Economist in Assessing Damages for Defendants." Presentation at Liberty Mutual Group, Marlton, NJ, March 18, 2005.

"Was the 9/11 Victim Compensation Fund a Success? A Forensic Economist's View." Presentation at the 2005 Annual Meeting of the Eastern Economic Association, New York, NY, March 5, 2005.

"Recent Evidence on Retirement Patterns and Bridge Jobs." Presentation at the 2005 Annual Meeting of the Eastern Economic Association, New York, NY, March 4, 2005.

"A Retrospective Examination of the 9/11 Victim Compensation Fund Awards: Calculated vs. Actual Economic Loss Awards." Presentation at the 2005 Annual Meeting of the Allied Social Science Associations: Expanding the Frontiers of Economics, Philadelphia, PA, January 8, 2005.

"Are Traditional Retirements a Thing of the Past?" Presentation at the U.S. Bureau of Labor Statistics, Washington, DC, December 16, 2004.

"How Well Prepared Are Massachusetts Families for Retirement?" Presentation at the New England Study Group, Federal Reserve Bank of Boston, Boston, MA, October 12, 2004.

Annual Meeting of the Allied Social Science Associations, San Diego, CA, January 3-5, 2004.

"Securing Retirement Income for Tomorrow's Retirees." Session Chair for the Sandell Grant Program Presentations at the Fifth Annual Conference of the Social Security Retirement Research Consortium, Washington, DC, May 15-16, 2003.

"Retirees Back at Work." Invited guest for "On Point," *National Public Radio*. March 12, 2003.

"The Changing Retirement Income Landscape." Presentation at the Ethics and Aging Seminar Series at Boston College, Chestnut Hill, MA, February 3, 2003.

"Social Security Reform: The Relationship between Today's Program and Tomorrow's." Discussant at the 55th Annual Scientific Meeting of the Gerontological Society of America, Boston, MA, November 26th, 2002.

"Patterns of Child Care Use among Low-Income Families." Presentation at the National Association for Welfare Research and Statistics (NAWRS) 42nd Annual Workshop: Research, Reauthorization, and Beyond, Albuquerque, NM, August 25-28, 2002.

Annual Meeting of the Allied Social Science Associations, Boston, MA, January 7-9, 2000.

"The Outlook for Retirement Income." Second Annual Conference of the Social Security Retirement Research Consortium, Washington, DC, May 17-18, 2000.

"New Developments in Retirement Research." First Annual Joint Conference of the Social Security Retirement Research Consortium, Washington, DC, May 20-21, 1999.

"AHEAD (Asset and Health Dynamics Among the Oldest Old) Summer Workshop." Survey Research Center, The University of Michigan, Ann Arbor, MI, Summer 1997.

"GSOEP-PSID Summer Workshop." Center for Policy Research, Syracuse University, Syracuse, NY, Summer 1997.

Conference Posters

Wu E, Cahill KE, Bieri C, Ben-Hamadi R, Yu AP, Erder MH, "Comparison of Hospitalization Use and Health Care Costs of Elderly Major Depressive Disorder (MDD) Patients Treated with Escitalopram, Generic SSRIs, and

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1766 BO

SNRIs," International Society for Pharmacoeconomics and Outcomes Research (ISPOR) 14th Annual International Meeting, May 16-20, 2009.

Cahill, KE, Giandrea, MD, Quinn, JF, "Retirement Behavior among Individuals with Erratic Work Histories," Gerontological Society of America (GSA) 2008 Annual Meetings, November 21-25, 2008.

Jaff MR, Engelhart L, Rosen E, Yu AP, Cahill KE, "Clinical and Economic Outcomes among U.S. Medicare Beneficiaries with Lower Extremity Peripheral Arterial Disease (PAD)," International Symposium on Endovascular Therapy (ISET), January 20-24, 2008.

Giandrea MD, Cahill KE, Quinn JF, "Self Employment Transitions among Older Workers with Career Jobs," Gerontological Society of America (GSA) 2007 Annual Meetings, November 16-20, 2007.

Lee LJ, Yu AP, Cahill KE, Birnbaum HG, Oglesby AK, Tang J, Qiu Y, "Direct and Indirect Costs among Employees with Diabetic Retinopathy," American Diabetes Association (ADA) 67th Scientific Sessions, June 22-26, 2007.

Yu AP, Cahill KE, Birnbaum HG, Lee LJ, Oglesby AK, Tang J, Qiu Y, "Direct and Indirect Costs Associated with Photocoagulation and Vitrectomy among Employees with Diabetic Retinopathy," International Society for Pharmacoeconomics and Outcomes Research (ISPOR) 12th International Meeting, May 19-23, 2007.

Wu E, Patel P, Krishnan E, Yu AP, Cahill KE, Tang J, Mody R, "Healthcare Cost of Gout in an Elderly Population: A Claims Database Analysis," American Geriatrics Society (AGS) 2007 Annual Scientific Meeting, May 2-6, 2007.

Wu E, Mody R, Krishnan E, Yu AP, Cahill KE, Tang J, Patel P, "Tighter Control of Serum Uric Acid in Gout is Associated with Lower Morbidity and Health Care Costs," American College of Rheumatology (ACR) Annual Scientific Meeting, November 10-15, 2006.

Trial and Deposition Testimony

Council on American Islamic Relations – New Jersey, Inc., et al. vs. Bergman Real Estate Group, et al., business damages proceeding, Essex County, New Jersey, opinion as to plaintiff's lost fundraising revenue, testimony taken in deposition, September 21, 2005.

Garfinkel vs. Morristown Obstetrics and Gynecology Associates, et. al., Hon. Stephen F. Smith, Morris County, New Jersey, opinion as to defendants' lost profits, testimony taken in trial, June 23, 2005.

Edwards vs. City of New York, wrongful termination proceeding, Hon. Fernando Tapia, New York City Civil Court, Bronx County, New York, opinion as to the loss of earnings, fringe benefits, and pension benefits, testimony taken in trial, June 1, 2005.

Allen vs. Euromarket Designs, Inc., wrongful termination proceeding, Hon. Stephen J. Burnstein, Essex County, New Jersey, opinion as to the loss of earnings, testimony taken in trial, April 20, 2005.

Ali vs. Cervelli, personal injury proceeding, Hon. Robert P. Contillo, Bergen County, New Jersey, opinion as to the loss of income from the family business and the loss of household services, testimony taken in trial, April 13-14, 2005.

Peskin vs. AT&T Corporation, wrongful termination proceeding, Somerset County, New Jersey, opinion as to the loss of earnings, testimony taken in deposition, April 8, 2005.

Garfinkel vs. Morristown Obstetrics and Gynecology Associates, et al., wrongful termination proceeding, Morris County, New Jersey, opinion as to defendants' lost profits, testimony taken in deposition, March 16, 2005.

Packard vs. The Bessemer Group, wrongful termination proceeding, Middlesex County, New Jersey, opinion as to the loss of earnings and pension benefits, testimony taken in deposition, February 17, 2005.

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Durant vs. The Associates, business damages proceeding, Hon. Nicholas J. Stroumtsos, Jr., Middlesex County Superior Court, New Jersey, opinion as to the loss of incremental profit, testimony taken in trial, December 15, 2004.

Durant vs. The Associates, business damages proceeding, Middlesex County, New Jersey, opinion as to the loss of incremental profit, testimony taken in deposition, November 22, 2004.

Luisi vs. Luisi, divorce proceeding, Hon. Rachel A. Adams, Richmond County Supreme Court, New York, opinion as to the value of enhanced earnings capacity, testimony taken in trial, November 11, 2004.

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1766 BO

VII. APPENDIX B: Boise Guardian Article

F-35 Opponent Questions Air Force Report

February 17, 2012

This is a GUARDIAN guest opinion

By Kevin E. Cahill, PhD

Is the Air Force being honest with Boise?

The United States Air Force is proposing Boise's Gowen Field as a possible Pilot Training Center and base for F-35A fighter Jets. The Air Force has just released a draft Environmental Review (Environmental Impact Statement or EIS) which concluded the impact on Boise and the Treasure Valley would be minimal, affecting 3,000 to 10,000 residents only. The study even purports the F-35A program would result in 2,000+ jobs in our area. If this sounds ludicrous to you, that's because it is.

Let's start with the economy. The Air Force states the new F-35A fighter jet program will result in "between 2,188 and 2,635 direct, indirect, and induced jobs." That may be true in the sense the Air Force will hire this many people to support the program itself, plus some residual effect. But the relevant number is the net impact on jobs. That is, the number of jobs created less the number of jobs lost. The Air Force "analysis" does not even consider this possibility. That's how the Air Force claims 2,000+ jobs will be created.

But just think of one example – tourism. Only a fool would think that the outdoor experience here in Boise – our river, our foothills, and our mountains – will be unaffected by the noise from F-35A fighter jets. As economists would put it, the demand for outdoor activities around Boise would be reduced. That means fewer dollars for our area's camping supply stores, our restaurants, and just about everything else. And that means fewer jobs. With our local unemployment rate still well above 8 percent, we can't afford to lose jobs, especially private sector jobs. The deeper impact on our economy, though, comes from out of state. Folks choosing to come to southwestern Idaho for a visit will likely stop doing so. Why choose noisy Boise when you can have peace and quiet in Utah? Worse, why would you choose to live in noisy Boise if you can live in peaceful Arizona? Think of what that does to our housing values.

The next big impact is the widespread impact on children's learning and on lost productivity. The cover story of the July/August Issue of Monitor on Psychology, published by the American Psychological Association, was devoted to the impacts of noise pollution. As any parent knows, distractions are, well, distractions. Anything that breaks a child's attention span makes learning harder. So, not surprisingly, the best psychologists in the country and internationally found airplane noise resulted in a statistically significant negative impact on children's learning. It applies to adults, too. The Air Force has an absurd criterion for saying noise is problematic – 65 decibel (dB) day-night average sound level (DNL). That, according to the Air Force, is the level that makes things unlivable. Some cutoff. Anything less, the Air Force doesn't even consider. That's how the Air Force gets such a low number for those who will be adversely impacted.

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1766 BO

VIII. APPENDIX C: Materials Relied Upon

- Fidell, S., B. Tabachnick, and L. Silvati. 1996. Effects of Military Aircraft Noise on Residential Property Values. 16 October.
- Mankiw, N.G. 2008. *Principles of Economics*, 6th Edition, Mason, OH: South-Western Cengage Learning.
- Mankiw, N.G. 2006. "How are wages and productivity related?" <http://gregmankiw.blogspot.com/2006/08/how-are-wages-and-productivity-related.html>
- Nelson, J. 2003. Meta-Analysis of Airport Noise and Hedonic Property Values: Problems and Prospects. July.
- Novotney, A. 2011. "Silence Please! Psychologists are increasing awareness of the harmful effects noise has on cognition and health," *Monitor on Psychology*, 42(7), <http://www.apa.org/monitor/2011/07-08/silence.aspx>.
- U.S. Air Force. 2012. Draft F-35A Training Basing Environmental Impact Statement, Summary of Environmental Impact Analysis, <http://www.f-35atrainingeis.com/EisDocument.html>.
- U.S. Air Force. 2012. Draft F-35A Training Basing Draft Environmental Impact Statement, <http://www.f-35atrainingeis.com/EisDocument.html>.
- US Department of Agriculture, National Resources Conservation Service. 2012. "IMPLAN Model/NRCS Economics," http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/technical/alphabetical/econ/?&cid=nrcs_143_009748.

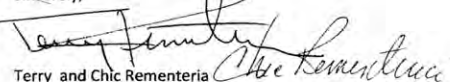
1767 BO

I am writing in reference to the possibility of locating F-35 at Gowen Field Airport Boise, Idaho...I find this very hard to believe the United States Government would even think about this area for a site. I live less than ¼ of a mile as a crow flies from this airport runways and I can't imagine why you would want to place these airplanes in an area that has approximately 7-10,000 private residences and hundreds of businesses that are just as close which includes the public airport itself. The facts that I have read pertaining to the noise level s are staggering. The F-35s have a decibel level of well over 100; these levels are harmful to humans and destructive to property around them. In the propaganda that favors these planes it states that bringing these planes into the valley will bring jobs; however I have spoken with some military people who are in the Guard and they told me that each plane will have its own crew which will come with the planes. There will be no new jobs however there will be new people moving into the valley. This is not a win- win situation for Boise Idaho...I feel this venture will do more harm than good; lowering property values, jeopardizing human health, disrupting schools, jeopardizing building safety and in general creating chaos to everything within a 5 mile radius not to mention the entire valley. I do have a suggestion that I deem important; why not put the training facility at Mountain Home Air force Base...this base has been on the chopping block before; yet it is in the desert away from everything and it would be ideal for this relationship rather than an area that is surrounded by a city.


I just came back from an open house pertaining to the F-35s. This open house was sponsored by the USAF and was to give answers to all questions that pertain to this airplane. The statistics alone were unbelievable to say the least; I ask ~~any~~ question about noise levels and decibel ratings and the answers given by the representative were vague. I came out of the open house with one conclusion; they are going to put these planes where ever they want regardless of public opinion.

So for what it is worth, as a property owner and living as close as I do to the local airport, I am in total disagreement to bring F-35s to this area.

Sincerely,


Terry and Chic Rementeria



3-1-2012 

NO-11
NO-1
SO-21
SO-1
EJ-2
NO-6
NO-12
GE-12
NP-5
NP-2
GE-4

Final
June 2012

3-1-12

1768 LU

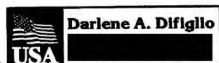
David Martin / Kim Fornof
 HQ AETC / A7CPP
 266 F Street West
 Bldg. 901
 Randolph AFB, TX 78150-4319

I really hope we get F-35's at
 Luke Air Force Base here in Arizona.
 I live in Sun City & love to watch
 them fly over my home.

I have no personal connection - I moved
 here from Illinois. It makes me
 feel more secure when I see & hear
 this powerful display of air power
 here in the U.S.

The fact that the base provides a major
 financial boost to the community is,
 of course, a good reason to support
 these "sounds of freedom" also.
 "Keep 'em coming."

Most sincerely, Darlene DiFiglio



GE-3

1769 BO

3/2/2012

Patricia Cope

I live just across the freeway (which is next to the airport) in Boise, Idaho from Gowen field.

I am very concerned about having the F-35A Stationed at the Gowen Air National Guard Air Base. This airfield is surrounded by hundreds of homes and businesses that will be impacted by the noise levels as these aircraft land and take off.

I am a widow and on social security. I read that the noise level will make it probable that the homes will be judged to be in an 'unlivable' zone. I DO NOT have any money to buy a different home. What do I do if this happens?

Please DO NOT station these jets here.. Send them to an area that is not surrounded by homes and businesses.

Your consideration to these matters would be greatly appreciated.

Thank you

Patricia Cope

Patricia Cope

NO-11

SO-3

GE-1

Final
 June 2012

aetc.a7cp.inbox@us.af.mil., No Subject

1770 BO

To: aetc.a7cp.inbox@us.af.mil.
From: Bethel Taylor [REDACTED]
Subject:
Cc:
Bcc:
Attached:

Attn: David Martin and Kim Fornof

Basing the F-35s at Boise Gowen Field is, in my opinion, totally not acceptable. The noise from the recent training exercises with the constant "circling" was very difficult to endure, and I understand that these planes (F-15s?) were much less noisy than the F-35s. To use a city as a base for such aircraft is to defeat the purpose of having them. These aircraft are for the purpose of protecting our way of life, not destroying it, which would be the case for many thousands of us if they were stationed here. Far more of us would be adversely affected than those in the "uninhabitable" areas. In addition, it should be noted that a huge chunk of this "uninhabitable" area is already inhabited, has been for many years, and should be recognized as such. Any benefits to the city would be far outweighed by the overall loss in health and quality of life for the residents.

GE-4

NO-8

SO-1

NO-36

I do wish to thank the Air Force and those who serve for their selflessness and courage in protecting us all. I thank you for providing us with a forum to express our opinions and needs. And

NP-9

B. Taylor

Bethel Taylor
[REDACTED]

Printed for Bethel Taylor <bethelt@cableone.net>

1

United States Air Force Public Hearing Comment Form F-35A Training Basing Environmental Impact Statement (EIS)



1771 TU

Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
- 2) Provide oral comments to the court reporter during the open house session or public hearing.
- 2) Mail, fax or email comments to:
David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received by March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for the Final EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

Name: Barb A. Lorenz
Organization/Affiliation: Retired
Address: * [REDACTED]
City, State, Zip Code: [REDACTED]

Comments: I would love to see the F-35A, here in Tucson. The Air Nat. Guard Based at Tucson is all set for the F-35. I has done a great job with the F-16. The training Base is well known all over the world.
Keep it the good world
Keep our country free
[Signature]

GE-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

Final
June 2012

1772 BO

2-29-2012

To David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP

My late husband, two children and I
moved to [REDACTED]
Idaho [REDACTED] in 1994, we love
the area, as the years have
gone by, it gets louder each
year with the planes overhead!
Please do not add any extra planes
to this area, its so loud with the
commercial planes as it is!] GE-4

Thank you for your consideration

Catherine A. Fischer
Catherine A. Fischer

1773 BO

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
Environmental Impact Statement (EIS)



Please use this sheet to provide your comments on the Draft EIS. If your comment refers to a specific page or section of the EIS, please identify that location. You may submit your comments in any of the following ways:

- 1) Turn in this form at the comment table before you leave tonight.
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David Martin, Air Force Contractor, and Kim Fornof
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319
Fax: 210-652-5649
Email: aetca7cp.inbox@us.af.mil

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Name: Casey O'Connell

Organization/Affiliation:

Address:

City, State, Zip Code:

Comments: BO 3.2.1.1 mentions that there are no residences on the Boise AFS or the airport, which is technically true, but disingenuous because many businesses are located within the area. I work at the National Interservice Fire Center, a government-owned facility that has a peak employment level of around 600 people. No mention is made in the section about impacts to nearby businesses, and the noise impact could be extremely detrimental to critical wildfire and all-risk response at this facility.] NO-2

I feel that sleep disturbances in excess of current military/commercial levels at the airport and surrounding areas are unacceptable.] NO-3

Please print – Additional space is provided on the back.

Visit www.F-35ATrainingEIS.com for project information or to download a copy of the Draft EIS.

*Provide your mailing address to receive future notices about the F-35A Training Basing EIS.

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June 2012

1773 BO

Again, in review of table B3.2-2, no population is shown, but what about the working population of the area? I and no less than 1000 other people work full-time plus in an office that is within the 85 db level in all three operational scenarios. This is unsupportable. My home is 1/4 mile east of West Junior High, though the modeling program you use falsely indicates that is outside the impacted area. This is patently unfair and unsupportable. Additionally, the decibel levels are only slightly below what is termed as acceptable in the EIS for many schools and other places. This slight margin should be viewed by decision makers as merely incrementally more acceptable, rather than entirely so.

NO-2

The terms "bothersome" and "annoyance" do not come even remotely close to the truth of measurable disturbance to recreational users, residents and commercial users. The noise levels are very disturbing at 65 db, and approach painful disruption to me at this approximate level. These are not just inconveniences, these are noise levels highly destructive to quality of life, even in urban settings.

NO-21

NO-3

The significant impact stated to property values (and to the unstated but still significant impact to adjacent areas) is unsupportable and would be terribly expensive to mitigate.

SO-1

Kudos to your writer/editor. I've done the job before for other agencies, and can appreciate the work involved. This document was easy to understand, easy to locate information in, and the grammar, spelling and punctuation was very well-executed. Good job!

1774 TU

Laurissa Johnson

February 29, 2012

David Martin
Air Force Contractor
266 F Street, Bldg 901
Randolph AFB, TX 78150-4319

Dear Mr. Martin:

After reading the draft EIS for the Tucson area I am still 100% against the F-35A training/basing taking place in our community. All the measurements and data show it to be twice as loud as planes already here and they create too much noise and air pollution. The reality is the F-35A aircraft will create an excessive amount of sound and air pollution for the Tucson area. Tucson is a beautiful community with excellent outdoor weather and lots of outdoor recreation which makes our area a tourist destination and helps to make our economy. Place the training/ basing station in another location, don't ruin Tucson.

GE-4

NO-1/AQ-1

GE-1

Sincerely,



Laurissa Johnson

Final
June 2012

1775 BO

Feb. 29, 2012

David Martin
 Kim Fornof
 HQ AETC/A7CPP
 266 F Street West, Bldg. 901
 Randolph AFB, TX 78150-4319

When first advised that Boise's municipal airport was under consideration as a training site for Air Force pilots, I sent an E-Mail to register our serious objections. Due to surgery for my wife, attendance at last night's meeting in Boise to talk about the proposal was not possible. Therefore, this letter is written to re-enforce our previously stated objection. GE-4

A metropolitan airport, situated in the midst of a major residential area, is not a proper place to conduct training flights. Jet noise from commercial flights is suppressed and not an ongoing problem. People with noise sensitivity, such as my autistic grandson, cannot tolerate the terrible sound from military aircraft overhead at low altitude. We are not voicing fear of the unknown. Our experience with the aircraft presently deployed by the National Guard at Gowen Field has already defined the problem. At least their presence is intermittent. NO-8
NO-58

Please, please select a site which is already an Air Force base and not a city airport. Your mission is assuredly important and can't help but be better served by a true Air Force facility. GE-1

Sincerely,



Robert Kitzinger

1776 TU

Nancy Johnson

February 29, 2012

David Martin
 Air Force Contractor
 266 F Street, Bldg 901
 Randolph AFB, TX 78150-4319

Dear Mr. Martin:

After reading the draft EIS for the Tucson area I am still 100% against the F-35A training/basing taking place in our community. All the measurements and data show it to be twice as loud as planes already here and they create too much noise and air pollution. The reality is the F-35A aircraft will create an excessive amount of sound and air pollution for the Tucson area. Tucson is a beautiful community with excellent outdoor weather and lots of outdoor recreation which makes our area a tourist destination and helps to make our economy. Place the training/ basing station in another location, don't ruin Tucson. GE-4
NO-1/AQ-1
GE-1

Sincerely,



Nancy Johnson